

**PLANNING COMMISSION AGENDA**  
**CITY OF NEWPORT BEACH**  
**COUNCIL CHAMBERS - 3300 NEWPORT BOULEVARD**  
**Thursday, September 22, 2011**  
**Regular Meeting – 6:30 p.m.**

**CHARLES UNSWORTH**  
Chair

**MICHAEL TOERGE**  
Vice Chair

**BRADLEY HILLGREN**  
Secretary

**ROBERT HAWKINS**

**FRED AMERI**

**KORY KRAMER**

**JAY MYERS**

Planning Commissioners are citizens of Newport Beach who volunteer to serve on the Planning Commission. They were appointed by the City Council by majority vote for 4-year terms. At the table in front are City staff members who are here to advise the Commission during the meeting. They are:

**KIMBERLY BRANDT, Community Development Director**

**JAMES CAMPBELL, Principal Planner**

**LEONIE MULVIHILL, Assistant City Attorney**

**GREGG RAMIREZ, Acting Planning Manager**

**TONY BRINE, City Traffic Engineer**

**MAKANA NOVA, Assistant Planner**

**BENJAMIN M. ZDEBA, Planning Technician**

**ROSALINH UNG, Associate Planner**

**MARLENE BURNS, Administrative Assistant**

**NOTICE TO THE PUBLIC**

Regular meetings of the Planning Commission are held on the Thursdays preceding second and fourth Tuesdays of each month at 6:30 p.m. Staff reports or other written documentation have been prepared for each item of business listed on the agenda. If you have any questions or require copies of any of the staff reports or other documentation, please contact the Community Development Department, Planning Division staff at (949) 644-3200. The agendas, minutes and staff reports are also available on the City's web site at: <http://www.newportbeachca.gov>.

This committee is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Commission's agenda be posted at least 72 hours in advance of each meeting and that the public be allowed to comment on agenda items before the Commission and items not on the agenda but are within the subject matter jurisdiction of the Commission. The Commission may limit public comments to a reasonable amount of time, generally either three (3) or five (5) minutes per person.

It is the intention of the City of Newport Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, the City of Newport Beach will attempt to accommodate you in every reasonable manner. Please contact Leilani Brown, City Clerk, at least 72 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible (949-644-3005 or [lbrown@newportbeachca.gov](mailto:lbrown@newportbeachca.gov)).

If in the future, you wish to challenge in court any of the matters on this agenda for which a public hearing is to be conducted, you may be limited to raising only those issues, which you (or someone else) raised orally at the public hearing or in written correspondence received by the City at or before the hearing.

**APPEAL PERIOD:** Use Permit, Variance, Site Plan Review, and Modification Permit applications do not become effective until 14 days following the date of approval, during which time an appeal may be filed with the City Clerk in accordance with the provisions of the Newport Beach Municipal Code. Tentative Tract Map, Tentative Parcel Map, Lot Merger, and Lot Line Adjustment applications do not become effective until 10 days following the date of approval, during which time an appeal may be filed with the City Clerk in accordance with the provisions of the Newport Beach Municipal Code. General Plan and Zoning Amendments are automatically forwarded to the City Council for final action.

**NEWPORT BEACH PLANNING COMMISSION AGENDA**  
**Council Chambers – 3300 Newport Boulevard**  
**Thursday, September 22, 2011**  
**REGULAR MEETING**  
**6:30 p.m.**

- A. CALL TO ORDER**
- B. PLEDGE OF ALLEGIANCE**
- C. ROLL CALL**
- D. PUBLIC COMMENTS**

*Public comments are invited on non-agenda items generally considered to be within the subject matter jurisdiction of the Planning Commission. Speakers must limit comments to three minutes. Before speaking, please state your name for the record and print your name on the tablet provided at the podium.*

- E. REQUEST FOR CONTINUANCES**
- F. CONSENT ITEMS**

**ITEM NO. 1** Minutes of August 4, 2011

**ACTION:** Approve and file.

**ITEM NO. 2** Minutes of August 18, 2011

**ACTION:** Approve and file.

**G. PUBLIC HEARING ITEMS**

**ALL TESTIMONY GIVEN BEFORE THE PLANNING COMMISSION IS RECORDED. SPEAKERS MUST LIMIT REMARKS TO THREE MINUTES ON ALL ITEMS.** (Red light signifies when three minutes are up; yellow light signifies that the speaker has one minute left for summation.) Please print only your name on the pad that is provided at the podium.

Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda will be made available for public inspection in the Community Development Department, Planning Division located at 3300 Newport Boulevard, during normal business hours.

**ITEM NO. 3** Nguyen Residence Site Development Review (PA2011-129)  
1401 Dolphin Terrace

**SUMMARY:** A site development review to allow for the construction of 16 caissons for safety and slope stability for an existing single-family house and accessory structures. The project would allow the proposed caissons to encroach a maximum 15 feet into Development Area C.

**CEQA**

**COMPLIANCE:** The project is categorically exempt under Section 15303, of the California Environmental Quality Act (CEQA) Guidelines - Class 3 (New Construction or Conversion of Small Structures).



The proposed development involves the construction of accessory caissons for the existing single-family residence within Development Area C of the Bluff Overlay District. Therefore, the proposed project qualifies for an exemption under Class 3.

- ACTION:**
- 1) Conduct public hearing; and
  - 2) Approve Site Development Review No. SD2011-001, to allow the proposed caissons, subject to the findings and conditions of approval in the draft resolution.

**ITEM NO. 4**                      Alternative Setback Determination (PA2011-149)  
1400 East Ocean Front

- SUMMARY:**                      The applicant is requesting an alternative setback determination for property located at 1400 East Ocean Front to accommodate redevelopment of the site. The applicant is requesting that the following setbacks be established:
- Front (Along East Ocean Front) – 10 feet
  - Sides – 3 feet
  - Rear (Opposite East Ocean Front) – 3 feet

**CEQA COMPLIANCE:**                      The project is categorically exempt under Section 15301, of the California Environmental Quality Act (CEQA) Guidelines - Class 1 (Existing Facilities). The alternative setback determination does not constitute a major change which would require environmental review.

- ACTION:**
- 1) Conduct public hearing; and
  - 2) Approve Alternative Setback No. SA2011-019 with the attached Alternative Setback Determination letter.

**ITEM NO. 5**                      MacArthur at Dolphin-Striker (PA2010-135)  
4221 Dolphin-Striker Way

**SUMMARY:**                      The applicant proposes a planned community development plan amendment to allow the construction of two, single-story commercial buildings of 13,525 square feet total.

The following approvals are requested or required in order to implement the project as proposed:

1. An amendment to the Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from “Restaurant Site 1” to “General Commercial Site 8”, pursuant to Chapters 20.56 (Planned Community District Procedures) and 20.66 (Amendments) of the Municipal Code.
2. Transfer of Development Rights to allow the transfer of 48 unbuilt hotel units, which equate to 3,909 square feet of specialty retail, from Hotel Site 2-B (Fletcher Jones Vehicle Storage Facility at 1301 Quail Street) and 1,620 square feet from General Commercial Site 7 (Lexus Dealership at 3901 MacArthur

Boulevard) for a total of 5,529 square feet to the subject site, pursuant to Chapter 20.46 (Transfer of Development Rights) of the Municipal Code.

3. Traffic Study approval pursuant to Chapter 15.40 (Traffic Phasing Ordinance) as the project will generate in excess 300 average daily trips (ADT).

#### **CEQA**

**COMPLIANCE:** The project is categorically exempt under Section 15301, of the California Environmental Quality Act (CEQA) Guidelines - Class 1 (Existing Facilities).

#### **ACTION:**

- 1) Receive public comments; and
- 2) Adopt a resolution recommending that the City Council:
  - a. Adopt Mitigated Negative Declaration No. ND2011-001 and Errata, including the Mitigation Monitoring and Reporting Program;
  - b. Find that, based on the weight of the evidence in the administrative record, including Traffic Study No. TS2011-002, that the project complies with the Traffic Phasing Ordinance; and
  - c. Approve Planned Community Text Amendment No. PD2010-007, Transfer of Development Rights No. TD2010-002, Conditional Use Permit No. UP2011-026, and Modification Permit No. MN2011-014; and
  - d. Waiver of the requirement for a Development Agreement

#### **H. NEW BUSINESS**

#### **I. STAFF AND COMMISSIONER ITEMS**

**ITEM NO. 6** Community Development Director's report.

**ITEM NO. 7** Announcements on matters that Commission members would like placed on a future agenda for discussion, action, or report.

**ITEM NO. 8** Request for excused absences.

#### **ADJOURNMENT**

**NEWPORT BEACH PLANNING COMMISSION MINUTES**  
**Council Chambers – 3300 Newport Boulevard**  
**Thursday, August 4, 2011**  
**REGULAR MEETING**  
**4:00 p.m.**

**A. CALL TO ORDER** - The meeting was called to order at 4:00 p.m.

**B. PLEDGE OF ALLEGIANCE** – Led by Commissioner Hillgren.

**C. ROLL CALL**

PRESENT: Ameri, Hawkins, Hillgren, Kramer, Myers, Toerge, Unsworth  
ABSENT (EXCUSED): None.

Staff Present: Kimberly Brandt, Community Development Director, James Campbell, Principal Planner, Gregg Ramirez, Acting Planning Manager, Leonie Mulvihill, Assistant City Attorney, Tony Brine, City Traffic Engineer, Rosalinh Ung, Associate Planner, and Marlene Burns, Administrative Assistant

**D. PUBLIC COMMENTS**

Barbara Peters, resident, spoke regarding the remodel plan at 3002 Breakers Drive and in opposition to the City's current position on this matter.

Community Development Director Kimberly Brandt offered to provide an in-depth report to the Commission regarding the project at 3002 Breakers Drive.

**E. REQUEST FOR CONTINUANCES** – None.

**F. CONSENT ITEMS**

**ITEM NO. 1** Minutes of July 21, 2011

**Motion** made by Commissioner Hawkins and seconded by Commissioner Ameri, and carried (4 – 0, 3 abstentions) to approve the minutes, as corrected.

AYES: Ameri, Hawkins, Kramer, and Unsworth  
NOES: None.  
ABSENT(EXCUSED): None.  
ABSTAIN: Hillgren, Myers, and Toerge

**G. PUBLIC HEARING ITEMS**

Chair Unsworth recused himself from participation in Public Hearing Items No. 2 and No. 3, citing his membership in the Newport Beach Country Club. Commissioner Myers recused himself from participation in Items No. 2 and No. 3, citing his economic interest in the Golf Realty Fund. They both left the dais and the Chamber for the remainder of the meeting.

Vice Chair Toerge presided over the meeting and outlined the procedures for the consideration of Items No. 2 and No. 3.

**ITEM NO. 2**                      Newport Beach Country Club – Golf Realty Fund (PA2005-140)  
1600 & 1602 E. Coast Highway

**ITEM NO. 3**                      Newport Beach Country Club – International Bay Clubs (PA2008-152)  
1600 E. Coast Highway

A staff report was presented by Rosalinh Ung, Associate Planner. A PowerPoint Presentation was displayed. Ms. Ung outlined the three (3) options recommended by staff.

Vice Chair Toerge opened the public hearing on Item No. 2.

Robert O Hill, applicant, representing Golf Realty Fund, displayed a PowerPoint Presentation which detailed the history of the subject property.

Vice Chair Toerge requested Commissioners announce any ex parte communications with Mr. O Hill and/or the NBCC applicants.

Commissioner Hillgren stated he met with both applicants and toured both properties.

Commissioner Ameri announced he had toured the project sites and met with the NBCC representatives and the Marriott.

Commissioner Hawkins announced he had toured the project sites and met with Mr. O Hill, the NBCC representatives, and spoke with a representative of the Marriott.

Commissioner Kramer announced he had visited the site several times and met with the lessee (NBCC).

Vice Chair Toerge announced he had met with Mr. O Hill, Mr. Wooten and the NBCC team, and has had conversations with representatives of the Marriott.

Commissioner Hillgren also noted that he had conversations with representatives with the Marriott. He disclosed that his family has a membership in the Balboa Bay Club, and based upon his discussions with the Assistant City Attorney, it was determined that there was no conflict of interest in his participation in Items No. 2 and 3.

Mr. O Hill disclosed and distributed documents that he said show that the easement on the property has been terminated. He also noted that he is not in opposition of NBCC's proposed larger clubhouse; however, he is objecting to the proposed public use of the clubhouse, which is not consistent with the General Plan and will also create negative impacts for a private equity club use. Mr. O Hill stated that he does not object if the proposed larger clubhouse retains the same type of use and is in support of a condition of approval in this regard. Mr. O Hill also stated that none of the hotel units will be lock-off units, which would increase the number of units.

Mr. O Hill stated that, in general, he is support of the proposed expanded PC text.

In response to an inquiry from Commissioner Hawkins regarding ownership and lease agreements with the property and property owners, Mr. O Hill responded that Golf Realty Fund is the managing co-tenant or lease fee owner. He detailed various aspects of the lease agreement with NBCC.

In response to further inquiries from Commissioner Hawkins related to written correspondence from the other property owners with vested interests in this property, Mr. O Hill disclosed that two of the tenants in common of the property have an alternative concept for the property, the group met in mediation and determined a price for buyout. In closing, he stated that a date is still to be set for the buyout.

Commissioner Hawkins stated that the Commission had received written correspondence from the Marriot related to the transfer of property rights. Mr. O Hill explained his proposed "draw down" of units process. He was told that it was available to transfer units from the Marriot.

Tim Paone, counsel for the applicant, noted that the General Plan states the rules on the transfer of development rights and that the Marriott is not claiming vested rights in the property.

Commissioner Hawkins stated that if the development right was vested, then they are part of the development agreement. Mr. Paone stated that he has not seen any documents that states that the Marriot has a vesting right.

In response to an inquiry from Commissioner Hawkins, Mr. O Hill noted that the easement is owned by the property owner, and that Golf Realty Fund pays a pro rata share to the Irvine Company for maintenance of the parking lot. He also detailed the revenue studies that were conducted as related to the bungalow hotel units. Mr. O Hill has not yet determined the specific hotel operator for the project; however, he has several viable parties interested in the hotel operations contract.

Commissioner Kramer asked that Mr. O Hill substantiate how the hotel bungalows would generate \$1 million dollars in Transient and Transfer Occupancy Tax, Mr. O Hill referred to a fiscal impact study that values these taxes at approximately \$1 million dollars and added that there are other items that are included in the amount; however, the majority is made up by the Transient and Transfer Occupancy Tax. Commissioner Kramer requested to see the study in the future.

As a result of a further inquiry from Commissioner Kramer regarding if a hotel operator had been identified, Mr. O Hill stated that his company has targeted and received inquiries from various hotel operators, but a final decision has not been made. Commissioner Kramer asked whether the architect had designed a golf clubhouse as of yet and Mr. O Hill responded that the architect had not but that he has designed hospitality suites.

Commissioner Ameri asked Mr. Tim Paone, the Attorney for the Applicant, if he agreed with his definition of the General Plan versus the Zoning Code as it related to the Marriott's vested right, Mr. Paone responded that the General Plan controls as related to the matter relative to the Marriott, and that the Zoning Code cannot be inconsistent with the General Plan.

Commissioner Ameri expressed his understanding of how the General Plan prevails over interpretations of the Zoning Code.

Commissioner Hawkins asked Mr. O Hill to please identify his architect for the record. Mr. O Hill identified his architect as Leland Stearns, who was in attendance during the public hearing.

Commissioner Hawkins spoke regarding the recreational impacts (tennis courts) of the proposed project, which he interprets as a loss of a community resource. Mr. O Hill stated that there are sufficient tennis courts for the members that are there now, and that they are building a larger clubhouse with updated amenities, which will be an improvement for the existing members.

Commissioner Ameri inquired as to Mr. O Hill's objection to the larger clubhouse, and whether a condition of approval that would support his position would be acceptable. Mr. O Hill stated that he is not in objection of a larger clubhouse; however, he would be in support of a condition of approval for the larger size that would restrict the use to private, Club members only. Commissioner Hillgren disagreed with the private club being referred to, by Mr. O Hill, as an equity club, but added that it was immaterial to the discussion.

Commissioner Hawkins inquired whether staff was in accordance with the ownership interests who filed the applications and the transfer of development rights.

Assistant City Attorney Leonie Mulvihill stated that staff is confident that the applications were filed properly under the prior Zoning Code; however, a condition of approval will be included that all ownership interests must sign prior to moving to the building permit stage. Ms. Mulvihill noted that it is the City's position that Marriott is not a required signer to the transfer of development units.

Community Development Director Kimberly Brandt noted that there is ability within the Newport Center statistical area to transfer development intensities between different anomaly areas. If there is an unbuilt entitlement, which is vested, it would require the signature of the entity who retains the vested entitlement.

Vice Chair Toerge explained the public testimony process and opened the public hearing.

Paul Christ, resident, expressed that in the past there have been noise impacts related to the adjacent marriage lawn and banquet facility. He also stated concern regarding the reduction of the number of tennis courts and recommended fourteen (14) to twenty-one (21) courts.

Addressing Mr. Christ, Commissioner Hawkins asked how many tennis courts would be ideal. Mr. Christ responded that he would prefer fourteen (14) tennis courts, however, no more than twenty-four (24).

Elliot Feuerstein, owner and managing member of Mira Mesa Shopping Center West and Mesa Shopping Center East, who, along with Irving Chase, owns fifty (50%) percent ownership of the Newport Beach Country Club and Tennis Club properties, noted that he supports the NBCC plans for the Country Club. He stated that he is not in favor of the Golf Realty Fund's plans and that he has not authorized them to submit plans for development on this property. Mr. Feuerstein commented that it is not the proper role of Golf Realty Fund to submit a competing plan on the property that NBCC rents from them for the next fifty-six (56) years. He expressed support for the access easement for Armstrong Nursery. He mentioned that he had spoken to

Mr. O Hill regarding their opposition to the tennis club development and that Golf Realty Fund's plans are economically unfeasible.

Commissioner Hawkins asked Mr. Feuerstein on what his position was related to Mr. O Hill's easement. Mr. Feuerstein responded that he questioned the legality of the easement agreement entered between his father and Mr. O Hill.

Irving Chase, manager of the Feuerstein Trust, strongly endorsed the NBCC plan for the new clubhouse and parking facility for the Country Club. He expressed concerns that the proposed project by Golf Realty Fund could not be built, even if approved by the Planning Commission and City Council and that the proposal is not financially feasible. In closing, Mr. Chase stated that they would be in favor of a residential project with public tennis courts, or some public-use element.

Marisa Wayne, Tennis Club member, requested that the Commission not delay in having the members get new courts and clubhouse.

Carol McDermott of Government Solutions, representing HHR Newport Beach LLC, which owns the Newport Beach Marriott Resort and Spa, spoke regarding the transfer of property rights between anomalies. They disagree with staff's opinion regarding the property rights on this property and believe that Marriott has a clear understanding that they retain the rights to the six hundred and eleven (611) units. Ms. McDermott suggested that the Community Development Director utilize her discretion to impose a condition requiring Golf Realty Fund to gain Marriott's sign-off and distributed documentation to this effect. She further requested that the condition be attached to the Tentative Map and that Marriott would like to find a solution to the removal of valuable property rights which have long been connected to the Marriott.

Commissioner Hawkins asked Ms. McDermott if it was the Marriott's position that rights are vested. In response Ms. McDermott stated that Marriott, as a result of the original approval, had an assumption of vested rights even if not part of a development agreement. She stated that had they known there was going to be such a need, they would have filed a Development Agreement to protect their vested rights.

In response to inquiries from Commissioner Hillgren, regarding the number of total units, the number of times for the approval process for the total number of units, how many units were built, if there was a renovation which removed the number of units, and if there were future plans to renovate to increase the number of units or change the plans, Ms. McDermott commented that the six hundred and eleven (611) units were approved over two (2) separate approval processes, and that currently, even with the 2004 remodel, all but seventy-nine (79) hotel rooms are constructed. She stated that Marriott does not have current plans to build out the seventy-nine (79) units.

Commissioner Ameri asked if there was an assessment made regarding the need to build the six hundred and eleven (611) units, the maximum, thereby assuming that there would be control over the units or if the remaining unbuilt units would be floating. Ms. McDermott replied that at the time Host Marriott purchased the land from the Irvine Company they also purchased a number of units, of which Ms. McDermott could not recall. She continued that at the time of the renovation they then negotiated the purchase of the remaining number of units under the sales agreement to obtain the maximum number of six hundred and eleven (611) units. They had an

entitlement for the six hundred and eleven (611) units; however, they did not have a development agreement.

Commissioner Kramer requested that the Assistant City Attorney provide the City's position relative to the units in question.

Assistant City Attorney Mulvihill stated that staff disagreed that the six hundred and eleven (611) units, just by their inclusion in a Land Use table of the General Plan, creates a vested right in the owner of the property located within Anomaly 43 and that this has been discussed with Ms. McDermott. The 2004 remodel was not a substantial conformance finding; rather, it was a minor change. The units are available for those who are going to pursue development by way of a Development Agreement, and, until then, they are up for use in the Newport Center statistical area.

In response to an inquiry from Commissioner Kramer regarding if Marriott would be open to sharing a number of units, Ms. McDermott stated that Marriott is open to sharing the units since they are not being used and noted that there is no projected use. However, she commented on the value of the entitlements and Marriott's interest into entering into a compensatory agreement with Golf Realty Fund.

Shawna Schaffner, CAA Planning on behalf of Newport Beach Country Club, stated her objection to Golf Realty Fund's plan for the golf course clubhouse, due to the long-term lease over the property.

Ms. Schaffner expressed concern regarding the potential for the proposed bungalows to encroach over the lease-hold and suggested that staff require the bungalow position to be revised and the set-back be appropriate to avoid the lease-hold boundary.

Commissioner Hawkins inquired as to the encroachment and Ms. Schaffner noted that the buildings do not encroach over the lease-hold property, rather, the landscape is what encroaches (pursuant to information provided by Mr. Doug Lee, architect for Newport Beach Country Club).

Commissioner Hillgren requested a visual guide as to the property lines of the respective proposed projects.

Seeing that there were no further speakers to provide public testimony, Vice Chair Toerge closed the public hearing on Item No. 2.

**Motion (Item No. 2)** made by Commissioner Hawkins and seconded by Commissioner Hillgren, and carried (5 – 0, 2 recusals) to table Item No. 2 to a later time in the meeting.

AYES:	Ameri, Hawkins, Hillgren, Kramer, and Toerge
NOES:	None.
ABSENT (RECUSED):	Myers and Unsworth
ABSTAIN:	None.

Vice Chair Toerge opened the public hearing on Item No. 3.



David Wooten, CEO of the Newport Beach Country Club, provided a historical picture of the Country Club, its membership, tournaments, and reiterated that they will continue the current business plan. With the development of the clubhouse, they are looking to increase the tournament activity which will provide a valuable resource to the community. It is also home to the Corona del Mar High School Boys and Girls Golf Teams. The clubhouse is over 50 years old, and needs refurbishment, and its small size does not fit the current business model. The ballroom is less than 10% of the proposed increase, and the biggest increase is in the locker room and the kitchen. Mr. Wooten spoke regarding the steps for designing the clubhouse and would like to start right after the Toshiba Tournament in 2013, with the soonest start date being late March 2013, assuming they have obtained the necessary approvals from the City and the Coastal Commission. During construction, amenities will be available to existing members. Mr. Wooten stated that the Irvine Company has approved the project.

Mr. Wooten stated that the banquet room seats approximately one hundred twenty (120) to one hundred thirty (130) guests and spoke regarding the larger number of people who need to be served dinner during the tournaments.

Commissioner Hawkins asked for clarification regarding what the percent increase was attributed to. In response, Mr. Wooten stated that the increase of the square footage in the new facility, only seven (7) percent was due to the additional ballroom, and the additional "sit-down" restaurant is about the same size.

In response to an inquiry from Commissioner Hillgren regarding the current level of seating throughout the clubhouse, Mr. Wooten responded that the clubhouse can accommodate approximately two hundred (200) guests and stated that the banquet facilities are open for rental by outside entities for over fifty (50) guests. He also stated that this is not an "equity" club, it as a "for-profit" business.

Doug Lee, architect for the proposed development at the Newport Beach Country Club, presented a PowerPoint Presentation outlaying the details of the upgraded clubhouse. He spoke regarding the parking elements, ocean view opportunities, noise impacts, and stated that the existing property does not provide enough space for their current and future needs.

Mr. Lee stated that the design of the porte-cochère was to create an impressive entry into a world-class development. He stated he would be open to changing the proposed entry; however, he noted in his professional opinion that it was not a large structure.

Shawna Schaffner, CAA Planning, stated the comparison seating for other similar banquet facilities and that their proposed plan is only thirty (30) seats above the number of seats Mr. O Hill is proposing.

Mr. Lee stated that there are guidelines for the slope on development projects and that they have been accommodated and met. He mentioned their concern regarding the visual impact of the parking lot and would prefer the sunken parking lot design. In closing, he stated that the pad level of the proposed project would be two (2) feet higher than the current level, and the second story would be fifteen (15) feet above that to achieve an ocean view.

Commissioner Hillgren stated that the location of the porte-cochère adjacent to the proposed residential units was not a good planning concept and creates conflicts – particularly in the evenings. Further, the entry drive with three (3) small road segments is choppy and the number

of entrances, three (3), to the club can be confusing and may not be optimal for members and guests. He suggested that the porte-cochère should be located at the end of a single drive and located more in the center of the building to facilitate circulation of both automobiles and pedestrians..

Mr. Lee stated that most clubs do not want to mix the banquet facility with the member's entry; however, they would be open to reviewing the porte-cochère and make entrance to the development more direct.

Commissioner Hillgren expressed concern related to the Prairie design concept – specifically that it is a little known and non-distinctive style which is not in keeping with a world class location and does not appear consistent with any of the other notable properties along PCH.

Commissioner Ameri stated that the frontage road, from the physical aspect, unless absolutely necessary for access to Armstrong Nursery, should be eliminated altogether. He expressed concern that access to the frontage road as it exists today is dangerous and would rather see a direct entry into the project.

Mr. Lee stated that there would be no signs on the building; however, there is a placeholder on the corner of the property for a monument with low, understated signage.

Shawna Schaffner CAA Planning, support staff's recommendation to continue this matter to October and is in support the alternative PC text that staff has developed with a few minor modifications.

Mr. Wooten clarified that he is the President of the NBCC and has not provided any input or comment to Mr. O Hill, as Mr. O Hill had stated earlier in the public hearing.

Given unanimous consent from the remaining members of the Commission to take a fifteen (15) minute break. The Commission recessed at 7:12 p.m.

The Commission reconvened at 7:28 p.m.

Tim Paone provided comments on NBCC's proposal. Golf Realty has no objections to the Monday tournaments, member and their guest's events, charity events, or the Toshiba tournaments. Their main concern is with the public use of the facility. In addition, Mr. Paone expressed concerns with that the clubhouse was created independently from the Planned Community concept and that he would prefer a classic arrival entrance to a world-class resort. He expressed interest in working with NBCC, as their primary concern is the public use of the facility, not the size or the design. Mr. Paone expressed concern regarding the nine (9) weeks of import of fill materials.

Commissioner Ameri stated that the final implementation of the General Plan and Zoning Code issue must be answered prior to entering into a final Development Agreement.

Mr. Paone stated that they do not believe that public use is allowable under the lease and those issues should be sorted out privately.

Dan Purcell, resident, stated his agreement with Mr. Paone, and that the alternate plan is likely driven by the desire for public events.

Mr. O Hill stated that the elevation of the NBCC proposed clubhouse is two (2) feet above the existing clubhouse; however, because the land is sloping, in certain areas it is twelve (12) to fourteen (14) feet higher than the existing clubhouse.

Seeing no speakers to provide further public comment, Vice Chair Toerge closed the public hearing.

Shawna Schaffner, CAA Planning, stated that the General Plan allows for the golf course and clubhouse and requested staff to come to an understanding of this. She stated that the hedge can be reduced on the perimeter fence, so that views can go through to the parking lot. Landscaping can also be layered in this area, and if the frontage road is retained, the landscaping can be viewed from Coast Highway. In closing, she stated that all on-going events have been fully disclosed in the required CEQA documents, and that the import of fill materials will only take twenty-seven (27) days as stated in the development documents.

**Motion (Item No. 3)** made by Commissioner Hawkins and seconded by Commissioner Hillgren, and carried (5 – 0, 2 recusals) to table Item No. 3.

AYES:	Ameri, Hawkins, Hillgren, Kramer, and Toerge
NOES:	None.
ABSENT (RECUSED):	Myers and Unsworth
ABSTAIN:	None.

Vice Chair Toerge reopened the public hearing for Item No. 2, for the purpose of allowing rebuttal arguments.

Mr. Paone stated for the record his concerns regarding the potential for staff to interpret the Ordinance that any entity with an interest in a piece of real property can object and stop it from being built. He stated this means that any partner in a business relationship can intervene, even where there is a document showing that they have granted the authority solely to another individual to represent the entity in obtaining permits and submit applications, and this would create a barrier to development in the City. Mr. Paone stated that a General Plan Amendment could accomplish what the Marriott is trying to achieve with the transfer of development rights sign-off process. In closing, he commented on the proper process for encroachments, and the requirement of the developer to adhere to the building permit requirements.

Commissioner Hawkins expressed concerns related to the partnership issue and would object to a condition that would require signature or consent of all partners. He requested that Mr. Paone provide evidence that the owners have delegated that responsibility to a single owner.

Vice Chair Toerge closed the public hearing.

Commissioner Hawkins stated that consideration of these projects was difficult, and expressed hope that within the sixty (60) days, all parties can return with a unified plan that addresses all concerns and does not have impact on the tennis court site.

Commissioner Ameri expressed his concerns regarding the signage identity of the project; however, he was in agreement with Mr. Paone regarding the Planned Community Development. He stated his support for a unified entry from Coast Highway for the entire project, and

recommended to NBCC to revisit the circulation and the aesthetics of the project from the perspective of Coast Highway.

Commissioner Hillgren expressed support for developing world-class units. He expressed concern regarding the parking lot issue and suggested landscaping as a way to mitigate the view of the parking lots from the proposed units. In closing, he recommended reconciliation of the projects by potential relocation of certain development elements or limits to the hours of operation of certain features between the club community and the residential/hotel section.

**Motion (Item No. 2)** made by Commissioner Hawkins and seconded by Commissioner Hillgren and carried (5 – 0, 2 recusals) to continue this item to October 20, 2011.

Vice Chair Toerge requested that Golf Realty Fund provide documentation regarding ownership and the authority to move forward on development at the proposed site.

AYES:	Ameri, Hawkins, Hillgren, Kramer, and Toerge
NOES:	None.
ABSENT (RECUSED):	Myers and Unsworth
ABSTAIN:	None.

Vice Chair Toerge reopened the public hearing on Item No. 3.

Vice Chair Toerge requested clarification as to the ownership of the easement and to NBCC's objection in removing it. He suggested that NBCC consider reorienting the landscape and asked staff to clarify the rights of a use in this particular zone to conduct activities such as banquets that are open to the public. He inquired whether the rights would change if the Commission approves a new use. Vice Chair Toerge requested additional information as to the relative differences in heights of the projects and how the height of the proposed building compares to the existing structure. In closing, he stated that access to the entire development should be logical as related to the primary access points.

Commissioner Hawkins requested additional information on the heights of the proposed project and expressed concerns regarding grading, the banquet room size, and that the NBCC applicant needs to apply further consideration in terms of standards in the banquet industry. He also stated that in regard to page four (4) of the parking study submitted for NBCC's project, there is no similarly sized parking plan in the City. Commissioner Hawkins requested clarification on the parking plan.

Commissioner Kramer noted that NBCC has the right to build and is requiring a certain size for their facility. He stated that parking is not a concern due to the reciprocal agreements in place, and that the banquet room size is acceptable. He expressed concerns with the Prairie style and requested the addition of Craftsman-style elements to the design. Commissioner Kramer stated that the proposed fence may create an exclusivity to the project that may not be necessary, and that a hedge or landscaping could be used to mitigate this need for the project. He stated that the parking lot should be oriented in the direction of the guest's or resident's destination and that NBCC has the preferred design. Commissioner Kramer suggested the elimination of the easement. He stated that he has no issue with the building size, although he recommended that the porte-cochère should be redesigned because of the impact on the lessor's future development. In closing he noted that staff should provide resolution and clarification related to the use issues.

Commissioner Hillgren stated his concerns/comments as follows:

1. clarification is needed for the easement with and access to Armstrong's Nursery
2. Verification of the managing partner regarding who has the authority to make decisions regarding the property. He further stated that the Commission is only opining on land use issues – not who might have the right to entitlements – including those which might be transferred or transferrable
3. The parking plan proposed by IBC is preferred and should provide sufficient parking and the only time there may be a parking issue would be during evening events; however, adjacent properties may be open to parking agreements.
4. Commissioner Hillgren suggested it might be possible to remove of a few parking spaces in order to create more area to devote to landscape along Coast Highway if removal of the access easement to Armstrong's is not possible. The entry design and landscape need to be enhanced to be more consistent with adjacent properties including Newport Center project and recommended that a fence may not be necessary for this proposed project as this creates a barrier and the security is not necessary given the public nature of the use.
5. He encouraged the applicant to reconsider an architectural alternative to the of Americana Prairie design
6. . In closing, Commissioner Hillgren stated that he would like the planning process to assist both projects and allow them to move forward efficiently, particularly so they are not constrained navigating through the Coastal Commission review process. He stated his hope the applicants would use best efforts to maximize the opportunity at this site to create a world-class project.

Community Development Director Brandt affirmed that staff has the appropriate direction to move forward in analyzing the concerns and comments raised during tonight's public hearings as related to Items No. 2 and 3.

Vice Chair Toerge clarified that at the next Regular Commission meeting, the Commission will consider the creation of one PC text, and can approve one, both, or neither of the proposed plans.

Community Development Director Brandt stated that the PC text would be applicable to both applications and would provide overarching standards for the subsequent site plan reviews. At that point in the process, the projects can take different paths.

**Motion (Item No. 3)** made by Commissioner Hillgren and seconded by Commissioner Hawkins and carried (5 – 0, 2 recusals) to continue this item to October 20, 2011.

AYES:	Ameri, Hawkins, Hillgren, Kramer, and Toerge
NOES:	None.
ABSENT (RECUSED):	Myers and Unsworth
ABSTAIN:	None.

**H. NEW BUSINESS – None.**

**I. STAFF AND COMMISSIONER ITEMS**

**ITEM NO. 5** Community Development Director's report.

Community Development Director Brandt reported that the City Council will review the Mariner's Pointe Project at their August 9, 2011, Regular Meeting. Staff noted that the Whitacre residence project will be reviewed at a City Council meeting in September at the applicant's request.

**ITEM NO. 6** Announcements on matters that Commission members would like placed on a future agenda for discussion, action, or report.

Community Development Director Brandt stated that staff would return at the next Regular Commission meeting with a report on 3002 Breakers Drive.

**ITEM NO. 7** Request for excused absences.

None.

**ADJOURNMENT** - The Planning Commission meeting adjourned at 8:11 p.m.

DRAFT

**NEWPORT BEACH PLANNING COMMISSION MINUTES**  
**Council Chambers – 3300 Newport Boulevard**  
**Thursday, August 18, 2011**  
**REGULAR MEETING**  
**6:30 p.m.**

**A. CALL TO ORDER** - The meeting was called to order at 6:30 p.m.

**B. PLEDGE OF ALLEGIANCE** - Led by Commissioner Myers

**C. ROLL CALL**

PRESENT: Ameri, Hawkins, Hillgren, Kramer, Myers, Toerge, and Unsworth

ABSENT (EXCUSED): None.

Staff Present: Kimberly Brandt, Community Development Director, James Campbell, Principal Planner, Gregg Ramirez, Acting Planning Manager, Leonie Mulvihill, Assistant City Attorney, Kay Sims, Assistant Planner, Tony Brine, City Traffic Engineer, Makana Nova, Assistant Planner, and Marlene Burns, Administrative Assistant

Assistant City Attorney Mulvihill announced that the City Council had appointed Aaron Harp as the new City Attorney.

Commissioner Hillgren arrived at 6:32 p.m.

**D. PUBLIC COMMENTS**

None.

**E. REQUEST FOR CONTINUANCES**

None.

**F. CONSENT ITEMS**

**ITEM NO. 1** Minutes of August 4, 2011

**ACTION:** Approve and file.

Chair Unsworth and Commissioner Myers recused themselves from participating in this item due to both recusing themselves from two (2) items during the August 4, 2011, meeting. They left the dais and the Chamber for the remainder of this item.

Commissioner Hawkins provided direction on the minutes, submitted his notes to the staff, and suggested continuing this item to the next meeting in order to provide staff time to revise the document.

**Motion** made by Commissioner Hawkins and seconded by Commissioner Hillgren, and carried (5 – 0, 2 recusals) to continue the minutes to the next Regular Meeting.

AYES: Ameri, Hawkins, Hillgren, Kramer, and Toerge

NOES: None.

ABSENT(RECUSED): Myers and Unsworth  
ABSTAIN: None.

Chair Unsworth and Commissioner Myers returned to the Chamber and dais.

## **G. PUBLIC HEARING ITEMS**

### **ITEM NO. 2                    Kaviani Project (PA2011-007)** 3125 Bayside Drive

The applicant requests approval of a variance, in conjunction with construction of a new duplex, for the following: to exceed the allowed floor area permitted within the R-2 (Two-Unit Residential) Zoning District within Corona del Mar, to encroach more than 10 percent into the required 10-foot rear setback with a portion of the second floor and roof area of each unit (A and B) and into the 20-foot front setback with portions of a first floor balcony (Unit A). A modification permit is also requested to allow the following encroachments into the 20-foot front setback that do not exceed 10 percent of the setback: a first floor balcony (Unit B) and a second floor balcony (Unit A). The request also includes a parcel map to combine portions of three lots into one lot for two-unit condominium purposes.

The proposed project has been reviewed and it has been determined that it is categorically exempt under Section 15303 of the California Environmental Quality Act (CEQA) Guidelines - Class 3 (New Construction or Conversion of Small Structures). The project consists of the construction of a two-unit dwelling and includes a parcel map to combine portions of three lots into one lot for condominium purposes.

Assistant Planner, Kay Sims, provided a staff report and PowerPoint Presentation.

Commissioner Hawkins verified with staff that this project requests to combine all three lots.

Commissioner Ameri questioned if this type of variance in this area is common when the lots are deep with narrow frontage, or if it is an exception.

Senior Planner, Gregg Ramirez, mentioned that several of these types of variances have been approved in Newport Beach due to the orientation of the lots.

Chair Unsworth expressed concerns about the cars going into Bayside Drive which require a hammerhead turnaround. He suggested that this item be added to the CC&R's for the project and inquired as to how the hammerhead turnaround could be enforced in a condominium.

Assistant City Attorney, Leonie Mulvihill, acknowledged that this matter can be accomplished through the CC&R's and that the intent behind Condition 25 was to require that there be shared access for ingress/egress.

Senior Planner Ramirez stated that a tenant would be able to back up onto the adjacent property and that the hammerhead design should be part of the project approval.

Assistant City Attorney Mulvihill stated that the hammerhead turnaround is currently a map condition, and in response to an inquiry from Chair Unsworth, she stated that code enforcement would be responsible for enforcing the map condition.

In response to questions from Commissioner Hawkins, Assistant City Attorney Mulvihill stated that shared access shall be required for ingress/egress to the property. In addition, City Engineer Tony Brine noted that



shared access shall be required and that there will be a shared driveway between the units, on the property itself.

Chair Unsworth called for Ex Parte Communication reports from the Commission.

Commissioner Hawkins stated that he visited the site this afternoon.

Commissioner Myers stated that he visited the site yesterday.

Commissioner Hillgren stated that he visited the site.

Commission Toerge stated that he visited the site.

Chair Unsworth stated that he visited the site.

Chair Unsworth opened the Public Hearing.

In response to an inquiry from Chair Unsworth, the applicant, James Kaviani, stated that he agrees with the proposal and the revised conditions.

Chair Unsworth closed the Public Hearing.

**Motion** made by Commissioner Toerge and seconded by Commissioner Hawkins, and carried (7 – 0) to adopt a resolution approving Variance No. VA2011-001, Modification No. MD2011-010, and Parcel Map NP2011-008, with changes to condition Number 25, and a change on Page 19, as corrected (Page 13).

AYES: Ameri, Hawkins, Hillgren, Kramer, Myers, Toerge, and Unsworth.  
NOES: None.  
ABSENT(RECUSED): None.  
ABSTAIN: None.

Chair Unsworth stated that there is a 14-day window to submit an appeal for this project.

**ITEM NO. 3 Fletcher Jones Vehicle Storage Facility (PA2011-076)**  
1301 Quail Street

A planned development amendment to allow vehicle storage as a conditionally permitted use, conditional use permit to allow vehicle storage on Hotel Site 2B of PC-11 (Newport Place Planned Community), and a modification permit to allow minor deviations to the landscape development standards. The site is currently utilized for outdoor storage of vehicle inventory associated with Fletcher Jones Motorcars, which was previously approved for a limited duration under Use Permit No. UP2003-093 (PA2003-222) and Use Permit No. UP2007-001 (PA2007-022).

The project is categorically exempt under Section 15301, of the California Environmental Quality Act (CEQA) Guidelines - Class 1 (Existing Facilities). The Class 1 exemption includes the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use.

Assistant Planner Makana Nova provided a staff report and PowerPoint Presentation.

Chair Unsworth stated that in regard to handwritten Page 18, the first resolution, he would recommend City Council approval and that there would be no 14-day appeal period. He further noted that there is a revised

resolution, where the language regarding the 14-day appeal period following the Planning Commission meeting was removed.

Community Development Director Brandt stated that the appeal period will not be affected until the Planned Development Text is adopted and that the appeal period begins when the City Council approves the project.

Commissioner Hawkins confirmed that for all use permits and modifications, the Planning Commission would be making a recommendation to the City Council, and that the City Council would be making the final decision.

Chair Unsworth called for Ex Parte Communication reports from the Commission.

Commissioner Kramer stated that he had communication with the applicant.

Commissioner Myers stated that he had communication with the applicant and drove by the site.

Commissioner Hawkins stated that he had communication with the applicant and visited the site.

Chair Unsworth stated that he had communication with the applicant.

Commissioner Ameri stated that he had communication with the applicant and the applicant's representative and visited the site.

Commissioner Hillgren stated that he had communication with the applicant and visited the site.

Chair Unsworth opened the Public Hearing.

Vicki Fetterman from Government Solutions, representing the applicant, Fletcher Jones presented an overview of the application and requested the modification permit.

Chair Unsworth closed the Public Hearing.

**Motion** made by Commissioner Hawkins and seconded by Commissioner Kramer, and carried (7 – 0) to approve Planned Development Amendment No. PD2011-002, Conditional Use Permit No. UP2011-024, and Modification Permit No. MD2011-012 to City Council subject to the findings and conditions of approval in the revised draft resolution and the redlined draft PC-11 (Newport Place Planned Community) text.

AYES: Ameri, Hawkins, Hillgren, Kramer, Myers, Toerge, and Unsworth.

NOES: None.

ABSENT(RECUSED): None.

ABSTAIN: None.

## **H. NEW BUSINESS**

### **ITEM NO. 4                    Duong Remodel and Addition (PA2010-153)** 3002 Breakers Drive

On August 4, 2011, the Planning Commission requested a report on the process for the approval of a project located at 3002 Breakers Drive. The requested report was in response to public comments received regarding project approval.

Community Development Director Brandt provided a staff report regarding the Planning Director determinations that were made previously for 3002 Breakers Drive. She noted that there have been seven (7) determinations made regarding alternative setbacks since the new Zoning Ordinance has been adopted. Staff is seeking direction from the Planning Commission as it relates to the one (1) pending determination, specifically in regard to public notice, and future requests for alternative setback locations. Staff is also requesting direction as to whether future determinations should be considered by the Zoning Administrator, the Planning Commission, or the City Council. Community Development Director Brandt acknowledged that there were members of the community who expressed dissatisfaction with the previous Director determinations for 3002 Breakers Drive.

Commissioner Hawkins stated that this item would be opened to the public for comment.

In response to inquiries from Commissioner Hawkins, Community Development Director Brandt noted that staff wants to focus on obtaining direction regarding the future process for these types of determinations. She stated that the seven (7) determinations made to date were evaluated on a case by case basis. Ms. Brandt stated that in these types of determinations, there is no requirement to notify the adjacent property owners.

In response to an inquiry from Commissioner Hillgren, Community Development Director Brandt mentioned that the discretionary actions which require public notice are documented in the Zoning Code. Ms. Brandt stated that property owners are noticed about the upcoming Public Hearing on a project and not on the resulting actions by the Planning Commission or the City Council.

In response to an inquiry from Chair Unsworth, Community Development Director Brandt responded that the Director has authority to forward any action to a higher reviewing body. Ms. Brandt mentioned that the appeal period had expired for the previous seven (7) determinations and that on future applications; staff can provide public notice to the adjacent property owners.

In response to an inquiry from Commissioner Hawkins, Ms. Brandt noted that the City would bear the cost for the noticing requirement on the current pending determination, as formal public noticing is not required by the Code. In the future, staff will be contemplating a Zoning Code amendment that would include a fee for noticing.

Chair Unsworth stated that within the population of planning-related events, City staff could distinguish among them to determine which ones should be referred to the Planning Commission or to the City Council. He stated that when there is a significant change, as such when the new Zoning Code was adopted, there is a honeymoon period as to when modifications or minor corrections will need to be considered. In terms of the alternative set back determinations, they should be reviewed on a case by case basis in order to determine whether a pattern can be established that could provide direction for determinations of this type. Chair Unsworth stated that he would rather see the matter brought up at the Planning Commission for review to see if any patterns or concerns can be addressed.

Commissioner Hillgren stated that the main matter at hand is whether there is public notice and hearings for certain types of determinations. He noted that the neighbors did not know about the set back determinations and were not allowed a voice in the process. In response to Mr. Hillgren, Community Development Director Brandt described the various types of notices that can be provided, including allowing for written comments to be submitted to the Department by certain dates and times.

Commissioner Hawkins stated that the Planning Commission has gone on the record for minor use permits for restaurants serving alcohol and requesting early hours of operation.

Commissioner Toerge stated that public notice, even when not required, would provide residents and other interested parties the opportunity to participate in the decision-making process, especially regarding their ability to understand and be aware of the fourteen-day appeal period. Community Development Director Brandt detailed the various types of notice that could be provided to the public.

Chair Unsworth called for Ex Parte Communication reports from the Commission.

Commissioner Hawkins disclosed that he visited the site.

Chair Unsworth opened the item for public comments.

Barbara Peters expressed her concerns regarding the Director's determinations that were made and outlined her understanding of the historical nature of the matter. She expressed concerns with how the determination was retroactively separated into two determinations, when it was originally only one.

Commissioner Hawkins explained that given that the Planning Commission did not make the determination, it cannot reconsider the matter and that the action was final. In response to an inquiry from Commissioner Hawkins, Ms. Peters stated that the Coastal Commission had turned down the request to hear the matter, and that the Coastal Commission determined that it would not get involved in a City Zoning matter.

Jim Mosher, resident, expressed his concerns over this matter, especially in light of the alleged errors made by the Planning staff as related to the wireless facility near his residence. He stated his endorsement for increased public notice.

Chair Unsworth closed public comments.

**Motion** made by Commissioner Hawkins and seconded by Commissioner Kramer, to direct staff to prepare an amendment to the Zoning Ordinance for future Planning Commission and City Council consideration to require public notification of determinations to establish alternative setback areas.

AYES: Ameri, Hawkins, Hillgren, Kramer, Myers, Toerge, and Unsworth.  
NOES: None.  
ABSENT(RECUSED): None.  
ABSTAIN: None.

## **I. STAFF AND COMMISSIONER ITEMS**

**ITEM NO. 5** Community Development Director's report.

None.

**ITEM NO. 6** Announcements on matters that Commission members would like placed on a future agenda for discussion, action, or report.

Commissioner Hawkins noted that there is only one matter on the September 8, 2011, Planning Commission meeting agenda. He asked whether the matter, a site development review, can be continued to the second meeting in September.

Community Development Director Brandt stated that she was told that continuing the meeting is a possibility if the Commission wishes.

Commissioner Hawkins encouraged staff to relocate that agenda item.

Chair Unsworth asked if staff had any objection to relocating the agenda item.

Community Development Director Brandt stated that staff will check the calendar after the adjournment and circle back to the Commission.

**ITEM NO. 7** Request for excused absences.

Chair Unsworth stated that the Commission's next meeting may be September 8, 2011, or September 22, 2011, and asked if there are any requests for excused absences for any of those dates.

Commissioner Hillgren and Commissioner Hawkins requested for an excused absence on September 8, 2011.

Commissioner Hillgren requested a Director's report on what happened at the Mariner's Pointe.

Community Development Director Brandt reported that the City Council did review the Mariner's Pointe project and it was approved but not on a unanimous vote. She stated that it is going back to City Council for a second reading on the zoning code amendment which is scheduled for City Council's first meeting in September. She stated that there were some changes to the project's design from what the Commission had originally considered and the overall size of the shopping center was reduced although the bulk of the scale of the development was similar to what the Planning Commission had reviewed because the parking structure was still a three level parking structure. She noted that there were changes made to the façade to help further enhance the appearance of the structure from Coast Highway and there were some additional conditions of approval that were placed on the application. She stated that with the reduction of the square footage of the retail and restaurant uses, the applicant was able to eliminate the need for the off-site parking lot that was located up the street. She noted that based on the Commission's comments the parking structure design and circulation internally had been improved significantly.

Commissioner Kramer stated that he has conflict on September 8, 2011, and recommended that staff consolidate the agenda item to the September 22, 2011, Planning Commission meeting.

Community Development Director Brandt reported that Acting Planning Manager Ramirez looked at the September 22, 2011, Planning Commission agenda and confirmed that they would be able to consolidate all items to be heard at the second meeting in September and suggested that Chair Unsworth adjourn to the September 22, 2011, Planning Commission meeting.

Commissioner Kramer requested status on the project renovation at the Shell Gas Station on Jamboree Street and San Joaquin Street.

Acting Planning Manager Ramirez responded that the Shell Gas Station application had just been received on August 12, 2011. He stated that the application has been assigned and is being processed. He noted that the request entailed the addition of a car wash structure to the rear of the property as well as approval of a beer and wine license. He stated that the other previous application was regarding the hydrogen fueling portion of the project and noted that he is not sure of the status of it.

Commissioner Kramer stated that one of his concerns is the fact that it has been closed and under renovation for more than six (6) months. He requested staff to take a look into it as it has become a nuisance.

Community Development Director Brandt stated that staff will follow up on it and provide a report to the Commission at the next Planning Commission meeting.

Chair Unsworth stated that he believed that the Mariner's Pointe project was coming back to the Planning Commission and stated that Councilmember Selich wanted to make sure that the actual plans lined up with the pictures that were presented. He stated that he thinks the Commission will make a recommendation which will not be subject to the 14-day appeal.

In response to a question from Chair Unsworth regarding adjourning a Planning Commission meeting until a date specific, Assistant City Attorney Mulvihill clarified that it is the practice of the city and the Commission to meet on specified dates. She stated that because the Commission is canceling the September 8, 2011, meeting it was recommended that the Planning Commission adjourn to a date specific in this instance, to give proper notice to everyone.

**ADJOURNMENT** - The Planning Commission adjourned at 8:03 p.m. to September 22, 2011.

DRAFT

**CITY OF NEWPORT BEACH  
PLANNING COMMISSION STAFF REPORT**

September 22, 2011 Meeting

Agenda Item 3

**SUBJECT:** Nguyen Residence Site Development Review - (PA2011-129)  
1401 Dolphin Terrace  
▪ Site Development Review No. SD2011-001

**APPLICANT:** Tien and Amy Nguyen

**PLANNER:** Makana Nova, Assistant Planner  
(949) 644-3249, mnova@newportbeachca.gov

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**PROJECT SUMMARY**

A site development review to allow for the construction of 16 caissons for safety and slope stability for an existing single-family house and accessory structures. The project would allow the proposed caissons to encroach a maximum 15 feet into Development Area C.

**RECOMMENDATION**

- 1) Conduct a public hearing; and
- 2) Approve Site Development Review No. SD2011-001, to allow the proposed caissons, subject to the findings and conditions of approval in the draft resolution (Attachment No. PC 1).

**INTRODUCTION**

**Project Setting**

The subject property is located within the Irvine Terrace neighborhood and is bounded by Dolphin Terrace to the north and Bayside Drive to the south. Single-family residential properties are located to the east and west. The property is rectangular in shape, 13,081 square feet (approximately 0.3 acres) in area, and slopes downward toward Bayside Drive. The property is developed with a 9,337-square-foot single-family residence, patio terrace, fountain, and other accessory structures along the view side of the subject property.

### VICINITY MAP



### GENERAL PLAN



### ZONING



LOCATION	GENERAL PLAN	ZONING	CURRENT USE
ON-SITE	RS-D (Single-Unit Residential Detached)	R-1, B (Single-Unit Residential, Bluff Overlay)	Single-unit residential dwellings
NORTH	RS-D (Single-Unit Residential Detached)	R-1 (Single-Unit Residential)	Single-unit residential dwellings
SOUTH	RM (Multiple-Unit Residential) and PI (Private Institutions)	RM (Multi-Unit Residential) and PI (Private Institutions)	Multiple-unit residential dwellings and Bayside Marina
EAST	RS-D (Single-Unit Residential Detached)	R-1, B (Single-Unit Residential, Bluff Overlay)	Single-unit residential dwellings
WEST	RS-D (Single-Unit Residential Detached)	R-1, B (Single-Unit Residential, Bluff Overlay)	Single-unit residential dwellings



### Background and Description

The original house was demolished in 2001 and replaced with a 9,337-square-foot single family home with a 1,024-square-foot balcony. Prior to the adoption of the current Zoning Code, development on the bluff side of Dolphin Terrace was required to comply with the setback limitations placed on the tract by Variance No. 162. Refer to Attachment No. PC 3. These setbacks have been superseded by the Bluff Development Overlay provisions in the Zoning Code.

A patio terrace and on-grade stairway were developed just below the residence on the sloping portion of the lot. A geotechnical study indicates that these improvements and slope are showing signs of distress and that remedial mitigation is necessary.

The bluff development overlay implements General Plan policies which require construction to comply with the predominant line of existing development. Section 20.28.040 (Bluff (B) Overlay District) establishes three development areas: Development Area A allows for the construction of principal and accessory structures, Development Area B allows for the construction of accessory structures only, and Development Area C provides for limited landscaping and on-grade accessory structures. (Refer to Attachment No. PC 4.)

For properties located along Dolphin Terrace, including the subject property, Development Area A extends from the front property line adjacent to Dolphin Terrace to a setback line of 10 feet from the top of slope. Development Area B is defined by the Development Area A limit (10-foot setback from the top of slope) to a line that is 13 feet below the top of curb elevation. Development Area C occurs below Development Area B on the sloping portion of the property. (Refer to Attachment No. PC 5)

Portions of the patio terrace are non-conforming because they extend up to 12 feet into Development Area C. Since the proposed caissons will be placed within Development Area C, approval of the site development review is necessary. The proposed caisson system has been designed to mitigate the slope distress and has received preliminary approval from the Building Division.

### DISCUSSION

#### General Plan/Coastal Land Use Plan/Zoning

The site is designated RS-D (Single-Unit Residential Detached) by the General Plan Land Use Element and is located in the R-1, B (Single-Unit Residential Detached, Bluff Overlay) zoning district. The proposed project requires a site development review to allow an increase in the development area permitted by the Bluff Overlay to allow for the construction of caissons to support the existing house and accessory structures.

Additionally, the house is located within the categorical exclusion area of the coastal zone and is designated within the RSD-A land use category of the Local Coastal Program, Coastal Land Use Plan. The proposed caissons are exempt from Coastal Commission review because no expansion of intensification of the existing single-family residence is proposed and the project involves the repair and maintenance of the existing development.

#### Bluff Overlay

In accordance with Section 20.28.040 (Bluff (B) Overlay District) of the Zoning Code, the Planning Commission must make the following findings for approval of an increased development area:

1. *The increased bluff development area will ensure a slope stability factor of safety greater than or equal to 1.5 at the end of the economic life of the development for the static condition of the bluff or a factor of safety greater than or equal to 1.1 for the seismic condition of the bluff or canyon, whichever is farther landward;*
2. *The increased bluff development area will provide adequate protection from the erosion factors for the economic life of the development;*
3. *The increased bluff development area will be compatible and consistent with surrounding development; and*
4. *The increased bluff development area will not have an impact on public views, sensitive habitat areas, and is not otherwise detrimental to the general public health and welfare.*

The attached calculations provided by the geotechnical engineer (Attachment No. PC 6) demonstrate that the proposed caissons are necessary in order to ensure a slope stability factor<sup>1</sup> of safety greater than or equal to 1.5 at the end of the economic life of the development for the static condition of the bluff. The caissons will provide adequate protection of the house and surrounding accessory structures for the economic life of the development. The proposed caissons are consistent with the surrounding development in the Irvine Terrace neighborhood, which is characterized by varying degrees of development along the bluff area adjacent to Bayside Drive. Refer to the Attachment No. PC 7 for photos of the site and adjacent properties between Dolphin Terrace and Bayside Drive. The proposed caissons will occur below grade and therefore will not interfere with public views, sensitive habitat areas, or otherwise interfere with the general public health and welfare.

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<sup>1</sup> Slope stability factor is a term that describes the structural capacity of a system beyond the expected or actual loads. The slope stability analysis assesses the safe and economic design of a human-made or natural slope and the equilibrium conditions.

Staff believes that the facts are in evidence of support of the required findings to increase the bluff development area and allow for the proposed caissons to maintain the stability of the structures above the bluff.

#### Site Development Review

In accordance with Section 20.52.080 (Site Development Review) of the Zoning Code, the Planning Commission must also make the following findings for approval of a site development review:

1. *The proposed development is allowed within the subject zoning district;*
2. *In compliance with all of the applicable criteria identified in Subparagraph C.2.c:*
  - 1) *Compliance with this Section, the General Plan, this Zoning Code, any applicable specific plan, and other applicable criteria and policies related to the use or structure;*
  - 2) *The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent development; and whether the relationship is based on standards of good design;*
  - 3) *The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas;*
  - 4) *The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;*
  - 5) *The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials; and*
  - 6) *The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protections); and*
3. *The proposed development is not detrimental to the harmonious and orderly growth of the City, or endanger jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.*

The existing development is consistent with its General Plan land use designation and the zoning district. The Zoning Code allows relief from the Bluff Overlay regulations for development, such as the proposed caissons, which is necessary to ensure slope

stability. The proposed caissons will occur below grade and will not increase the bulk, scale, or aesthetic treatment within Development Area C of the Bluff Overlay. The existing development along the slope provides a significant amount of landscaping and changes to the existing landscaping are not proposed. Conditions of approval have been added for the removal of the existing stairway within the Bayside Drive right-of-way. The Public Works Department does not allow these types of structures along Bayside Drive due to the increased occurrence of jaywalking attributed to these types of stairways. In addition, the project has been conditioned to require the curb drains along Bayside Drive to be modified to add an energy reducer to ensure that the discharge stays within the flow line. The project will not impede existing access to the subject property, public views, or result in any additional hazard to public convenience, health, interest, safety, or general welfare in the neighborhood.

### Alternatives

Staff believes the findings for approval can be made for the proposed caissons and the facts in support of the required findings are presented in the draft resolution (Attachment No. PC 1). The following alternatives are available to the Planning Commission:

1. The Planning Commission may suggest specific changes that are necessary to alleviate any concerns. If any additional requested changes are substantial, the item could be continued to a future meeting. Should the Planning Commission choose to do so, staff will return with a revised resolution incorporating new findings and/or conditions.
2. If the Planning Commission believes that there are insufficient facts to support the findings for approval of both structures, the Planning Commission may deny the application and provide facts in support of denial to be included in the attached draft resolution for denial (Attachment No. PC 2.)

### Environmental Review

The project is categorically exempt under Section 15303, of the California Environmental Quality Act (CEQA) Guidelines - Class 3 (New Construction or Conversion of Small Structures).

The proposed development involves the construction of accessory caissons for the existing single-family residence within Development Area C of the Bluff Overlay District. Therefore, the proposed project qualifies for an exemption under Class 3.

### Public Notice

Notice of this hearing was published in the Daily Pilot, mailed to property owners within 300 feet of the property and posted at the site a minimum of 10 days in advance of this

hearing consistent with the Municipal Code. Additionally, the item appeared upon the agenda for this meeting, which was posted at City Hall and on the City website.

Prepared by:

  
Makana Nova, Assistant Planner

Submitted by:

  
Gregg Ramirez, Acting Planning Manager

**ATTACHMENTS**

- PC 1 Draft Resolution for Approval with Findings and Conditions
- PC 2 Draft Resolution for Denial
- PC 3 Tract No. 2334
- PC 4 Section 20.28.040 (Bluff (B) Overlay District) of the Zoning Code
- PC 5 Bluff Overlay Map B-2 (Irvine Terrace, Dolphin Terrace)
- PC 6 Geotechnical Engineer's Calculations and Findings
- PC 7 Site Photos
- PC 8 Project plans

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Tmpl: 06/22/11

## **Attachment No. PC 1**

Draft Resolution for Approval with  
Findings and Conditions

**RESOLUTION NO. #####**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF NEWPORT BEACH APPROVING SITE DEVELOPMENT  
REVIEW NO. SD2011-001 FOR PROPERTY LOCATED AT 1401  
DOLPHIN TERRACE (PA2011-129)**

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

**SECTION 1. STATEMENT OF FACTS.**

1. An application was filed by Tien and Amy Nguyen, with respect to property located at 1401 Dolphin Terrace, and legally described as Lot 4 of Tract No. 2334 requesting approval of a site development review.
2. The applicants request approval of a site development review to allow an increased development area within the Bluff Overlay District for the construction of 16 caissons within Development Area C for safety and slope stability of an existing residence and patio terrace.
3. The subject property is located within the R-1, B (Single-Unit Residential, Bluff Overlay) zoning district and the General Plan land use element category is RS-D (Single-Unit Residential Detached).
4. The subject property is located within the coastal zone. The Coastal Land Use Plan category is RSD-A (Single-Unit Residential Detached).
5. A public hearing was held on September 22, 2011, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting.

**SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.**

1. This project has been determined to be categorically exempt under the requirements of the California Environmental Quality Act under Class 3 (New Construction or Conversion of Small Structures).
2. The proposed development involves the construction of accessory caissons for the existing single-family residence within Development Area C of the Bluff Overlay District. Therefore, the proposed project qualifies for an exemption under Class 3.

### SECTION 3. REQUIRED FINDINGS.

In accordance with Section 20.28.040 (Bluff (B) Overlay District) of the Zoning Code, the Planning Commission must make the following findings for approval of an increased development area through the approval of a Site Development Review:

Finding:

- A. *The increased bluff development area will ensure a slope stability factor of safety greater than or equal to 1.5 at the end of the economic life of the development for the static condition of the bluff or a factor of safety greater than or equal to 1.1 for the seismic condition of the bluff or canyon, whichever is farther landward;*

Facts in Support of Finding:

- A-1. The increased bluff development area will allow for the installation of 16 caissons. The calculations provided by the geotechnical engineer demonstrate that the installation of the caissons at this location will ensure a slope stability factor of safety greater than or equal to 1.5 at the end of the economic life of the development for the static condition of the bluff or a safety factor of safety greater than or equal to 1.1 for the seismic condition of the bluff.

Finding:

- B. *The increased bluff development area will provide adequate protection from the erosion factors for the economic life of the development;*

Facts in Support of Finding:

- B-1. As demonstrated by the calculations provided by the geotechnical engineer, the proposed caissons are sufficient to provide a slope stability factor of greater than 1.5, which is considered adequate protection from the erosion factors for the economic life of the existing single-family residence and accessory structures on the subject property.

Finding:

- C. *The increased bluff development area will be compatible and consistent with surrounding development; and*

Facts in Support of Finding:

- C-1. The existing residence is nonconforming to the bluff development standards, which were adopted after the development of the primary residence and accessory structures. A number of properties along the bluff side of Bayside Drive have existing accessory structures such as pools, fences, stairways, and solar panels that are nonconforming to the bluff development standards. Therefore, the proposed



development is consistent with surrounding development along the bluff side of Bayside Drive.

- C-2. The installation of caissons within the bluff development setback area are necessary for the safety and stability of the subject property and surrounding development.
- C-3. This approval was based on the particulars of the individual case and does not in and of itself or in combination with other approvals in the vicinity or Citywide constitute a precedent for future approvals or decisions.

Finding:

- D. *The increased bluff development area will not have an impact on public views, sensitive habitat areas, and is not otherwise detrimental to the general public health and welfare.*

Facts in Support of Finding:

- D-1. The proposed caissons will be installed below grade and will not result in a negative impact to public or private views.
- D-2. The bluff where development is proposed is not located within an environmental study area. While vegetation may be temporarily removed for the installation of the caissons they will be located below grade and will not negatively impact the growth of vegetation on the slope area.

In accordance with Section 20.52.080 (Site Development Review) of the Zoning Code, the Planning Commission must also make the following findings for approval of a site development review:

Finding:

- E. *The proposed development is allowed within the subject zoning district;*

Facts in Support of Finding:

- E-1. The site is designated RS-D (Single-Unit Residential Detached) by the General Plan Land Use Element. This designation allows for a range of detached single-family residential dwelling units; each located on a single legal lot, and does not include condominiums or cooperative housing. The existing single-family residence is consistent with this land use designation. The proposed project requires a site development review to allow the proposed caissons within Bluff Development Area C.
- E-2. The existing residence is compatible with the land uses permitted within the surrounding neighborhood. The new caissons will improve slope stability to maintain the existing structures on-site.

E-3. The subject property is not part of a specific plan area.

Finding:

- F. *The proposed development is in compliance with all of the applicable criteria identified in Subparagraph C.2.c:*
- a. *Compliance with this Section, the General Plan, this Zoning Code, any applicable specific plan, and other applicable criteria and policies related to the use or structure;*
  - b. *The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent development; and whether the relationship is based on standards of good design;*
  - c. *The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas;*
  - d. *The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;*
  - e. *The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials; and*
  - f. *The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protections); and*

Facts in Support of Finding:

- F-1. The site is designated RS-D (Single-Unit Residential Detached) by the General Plan Land Use Element. The subject property is located on the R-1, B (Single-Unit Residential Detached, Bluff Overlay) zoning district. The RS-D land use designation and the R-1 zoning district are intended to provide for areas appropriate for a range of detached single-family residential dwelling units; each located on a single legal lot. The existing single-family residence on the subject property is consistent with these designations. The proposed project requires a site development review to allow an increase in development area permitted by the Bluff Overlay to allow for the construction of caissons to support the existing principal and accessory structures.
- F-2. The development of the proposed caissons in the bluff development setback area will ensure the harmonious and safe relationship of the existing residence to the accessory structures on-site and development on the adjacent properties. The proposed project will increase the slope stability of structures developed on the slope along Bayside Drive.

- F-3. The proposed development within the development setback Area C will occur below grade and will not result in additional building bulk or visible structures along the existing coastal bluff.
- F-4. Adequate public and emergency vehicle access, public services, and utilities are provided to the subject property. Any additional utility upgrades required for the change in occupancy will be required at plan check and have been included in the conditions of approval.
- F-5. While the proposed project may result in the temporary removal of vegetation along the coastal bluff for the installation of the caissons, this condition will not be permanent and vegetation will be allowed to grow within the bluff setback area following the completion of construction.
- F-6. Public views will not be impacted because the proposed construction will occur below grade. The project-site occurs below the public right-of-way, and the project site is not designated as a public view point by the City's General Plan.

Finding:

- G. *The proposed development is not detrimental to the harmonious and orderly growth of the City, or endanger jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.*

Facts in Support of Finding:

- G-1. The project includes conditions of approval to ensure that potential conflicts are minimized to the greatest extent possible. The existing railroad ties within the right-of-way along Bayside Drive will be removed to reduce the occurrence of private access and jaywalking. The curb drains along Bayside Drive will be modified to add an energy reducer and ensure that the discharge stays within the flow line.
- G-2. The tenant improvements to the project site will comply with all Building, Public Works, and Fire Codes. All ordinances of the City and all conditions of approval will be complied with.

**SECTION 4. DECISION.**

**NOW, THEREFORE, BE IT RESOLVED:**

- 1. The Planning Commission of the City of Newport Beach hereby approves Site Development Review No. SD2011-001, subject to the conditions set forth in Exhibit A, which is attached hereto and incorporated by reference.
- 2. This action shall become final and effective fourteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance

with the provisions of Title 20 Planning and Zoning, of the Newport Beach Municipal Code.

**PASSED, APPROVED AND ADOPTED THIS 22<sup>nd</sup> DAY OF SEPTEMBER, 2011.**

AYES:

NOES:

ABSTAIN:

ABSENT:

BY: \_\_\_\_\_  
Charles Unsworth, Chairman

BY: \_\_\_\_\_  
Bradley Hillgren, Secretary

**EXHIBIT "A"**

**CONDITIONS OF APPROVAL**  
*(Project-specific conditions are in italics)*

**PLANNING**

1. The development shall be in substantial conformance with the approved site plan, floor plans and building elevations stamped and dated with the date of this approval. (Except as modified by applicable conditions of approval.)
2. Site Development Review No. SD2011-001 shall expire unless exercised within 24 months from the date of approval as specified in Section 20.54.060 of the Newport Beach Municipal Code, unless an extension is otherwise granted.
3. The project is subject to all applicable City ordinances, policies, and standards, unless specifically waived or modified by the conditions of approval.
4. The applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for revocation of this Site Development Review.
5. This Site Development Review may be modified or revoked by the City Council or Planning Commission should they determine that the proposed uses or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to property or improvements in the vicinity or if the property is operated or maintained so as to constitute a public nuisance.
6. Any change in operational characteristics, expansion in area, or other modification to the approved plans, shall require an amendment to this Site Development Review or the processing of a new site development review.
7. Should the property be sold or otherwise come under different ownership, any future owner(s) or assignee(s) shall be notified of the conditions of this approval by either the current business owner, property owner or the leasing agent.
8. Prior to the issuance of a building permit, the applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.
9. A copy of this approval letter shall be incorporated into the Building Division and field sets of plans prior to issuance of the building permits.
10. Prior to issuance of building permits, the applicant shall submit to the Planning Division an additional copy of the approved architectural plans for inclusion in the Site Development Review file. The plans shall be identical to those approved by all City departments for building permit issuance. The approved copy shall include architectural sheets only and shall be reduced in size to 11 inches by 17 inches. The

plans shall accurately depict the elements approved by this Site Development Review and shall highlight the approved elements such that they are readily discernible from other elements of the plans.

11. *All landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning, fertilizing, mowing and trimming. All landscaped areas shall be kept free of weeds and debris. All irrigation systems shall be kept operable, including adjustments, replacements, repairs, and cleaning as part of regular maintenance.*
12. *Construction activities shall comply with Section 10.28.040 of the Newport Beach Municipal Code, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.*
13. To the fullest extent permitted by law, applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of the **Nguyen Residence Site Development Review** including, but not limited to, the **Site Development Review No. SD2011-001 (PA2011-129)**. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

#### **Fire Department and Building Division Conditions**

14. The applicant is required to obtain all applicable permits from the City's Building Division and Fire Department. A building permit is required for the proposed caissons. The construction plans must comply with the most recent, City-adopted version of the California Building Code. The construction plans must meet all applicable State Disabilities Access requirements. Complete sets of drawings including architectural, electrical, mechanical, and plumbing plans shall be required at plan check.
15. The applicant shall employ the following best available control measures ("BACMs") to reduce construction-related air quality impacts:
  - Dust Control
    - Water all active construction areas at least twice daily.
    - Cover all haul trucks or maintain at least two feet of freeboard.

- Pave or apply water four times daily to all unpaved parking or staging areas.
- Sweep or wash any site access points within two hours of any visible dirt deposits on any public roadway.
- Cover or water twice daily any on-site stockpiles of debris, dirt or other dusty material.
- Suspend all operations on any unpaved surface if winds exceed 25 mph.

#### Emissions

- Require 90-day low-NOx tune-ups for off road equipment.
- Limit allowable idling to 30 minutes for trucks and heavy equipment

#### Off-Site Impacts

- Encourage car pooling for construction workers.
- Limit lane closures to off-peak travel periods.
- Park construction vehicles off traveled roadways.
- Wet down or cover dirt hauled off-site.
- Sweep access points daily.
- Encourage receipt of materials during non-peak traffic hours.
- Sandbag construction sites for erosion control.

#### Fill Placement

- The number and type of equipment for dirt pushing will be limited on any day to ensure that SCAQMD significance thresholds are not exceeded.
- Maintain and utilize a continuous water application system during earth placement and compaction to achieve a 10 percent soil moisture content in the top six-inch surface layer, subject to review/discretion of the geotechnical engineer.

### **Public Works Conditions**

16. *Prior to final of building permits, the stairs and wall within the public right-of-way of Bayside Drive shall be removed, subject to review and approval of the Public Works Department. Structural encroachments are not permitted within the public right-of-way.*
17. *Prior to final of building permits, a modification of the curb drains along Bayside Drive shall be required to add an energy reducer and ensure that the discharge stays within the flow line, subject to review and approval of the Public Works Department.*
18. Traffic control and truck route plans shall be reviewed and approved by the Public Works Department before their implementation. Large construction vehicles shall not be permitted to travel narrow streets as determined by the Public Works Department. Disruption caused by construction work along roadways and by movement of construction vehicles shall be minimized by proper use of traffic control equipment and flagman.

## **Attachment No. PC 2**

Draft Resolution for Denial



## **RESOLUTION NO. ####**

### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH DENYING SITE DEVELOPMENT REVIEW NO. SD2011-001 FOR PROPERTY LOCATED AT 1401 DOLPHIN TERRACE (PA2011-129)**

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

#### **SECTION 1. STATEMENT OF FACTS.**

1. An application was filed by Tien and Amy Nguyen, with respect to property located at 1401 Dolphin Terrace, and legally described as Lot 4 of Tract No. 2334 requesting approval of a site development review.
2. The applicants request approval of a site development review to allow an increased development area within the Bluff Overlay District for the construction of 16 caissons within Development Area C for safety and slope stability of an existing residence and patio terrace.
3. The subject property is located within the R-1, B (Single-Unit Residential, Bluff Overlay) zoning district and the General Plan land use element category is RS-D (Single-Unit Residential Detached).
4. The subject property is located within the coastal zone. The Coastal Land Use Plan category is RSD-A (Single-Unit Residential Detached).
5. A public hearing was held on September 22, 2011, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting.

#### **SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.**

1. Pursuant to Section 15270 of the California Environmental Quality Act (CEQA) Guidelines, projects which a public agency rejects or disapproves are not subject to CEQA review.

#### **SECTION 3. REQUIRED FINDINGS.**

In accordance with Section 20.28.040 (Bluff (B) Overlay District) of the Zoning Code, an increase in the development area for properties located within the Bluff Overlay zoning district require the approval of a site development review. The Planning Commission may approve a site development review only after making each of the required findings set forth in Section 20.48.040 (Bluff (B) Overlay District) and Section 20.52.080 (Site Development Review) In

this case, the Planning Commission was unable to make the required findings based upon the following:

1. The design, location and size of the proposed development are not compatible with the allowed uses and development in the vicinity. The proposed structures are not necessary to ensure the slope stability and safety of the existing development on the subject property.
2. The site is not physically suitable in terms of design, location, shape and size . The Planning Commission does not consider the existing structure on the subject property a unique circumstance resulting in any necessity to warrant approval of the proposed project.
3. The proposed development is neither required by code nor necessary for the enjoyment of the property. If desired, and as shown through previously approved building permits, the subject property can be utilized to comply with the requirements of the Newport Beach Municipal Code.
4. The subject property is consistent in orientation, size and shape with typical lots in this neighborhood which are designed with single-family residential development. The proposed development could prove detrimental to the Irvine Terrace neighborhood. The proposed development would be detrimental to the harmonious and orderly growth of the City.
5. Granting of the site development review would provide special privileges to the subject property as the City has required bluff development regulations established by the Zoning Code for other properties in similar areas.

#### SECTION 4. DECISION.

#### **NOW, THEREFORE, BE IT RESOLVED:**

1. The Planning Commission of the City of Newport Beach hereby denies Site Development Review No. SD2011-001.
2. This action shall become final and effective fourteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of Title 20 Planning and Zoning, of the Newport Beach Municipal Code.

**PASSED, APPROVED AND ADOPTED THIS 22<sup>nd</sup> DAY OF SEPTEMBER, 2011.**

AYES:

NOES:

ABSTAIN:

ABSENT:

BY: \_\_\_\_\_  
Charles Unsworth, Chairman

BY: \_\_\_\_\_  
Bradley Hillgren, Secretary

## **Attachment No. PC 3**

Tract No. 2334



## **Attachment No. PC 4**

Section 20.28.040 (Bluff (B) Overlay  
District) of the Zoning Code

**20.28.040 – Bluff (B) Overlay District**

- A. Applicability.** This Section applies to lots located in the Bluff (B) Overlay District as indicated on the Zoning Map. All development shall comply with the applicable development standards (e.g. setbacks, height) of the underlying zoning district in addition to the standards provided in this Section. In situations where an inconsistency occurs between the development standards of the underlying zoning district and the standards in this Section the most restrictive standard shall prevail.
- B. Uses allowed.** Land uses allowed in the B overlay district are all those uses allowed in the underlying zoning district.
- C. Development area defined.** For the purpose of this Section the development area of a lot is an area delineated for the purpose of regulating the placement and location of structures. Each lot within the B overlay district shall be divided into two or more development areas. Development areas are delineated on the Development Area Maps in Part 8 and are consistent with the development areas listed in Subsection D, below. The setbacks provided in Tables 2-2 and 2-3 in Section 20.18.030 (Residential Zoning Districts Development Standards) are not used to determine development areas, but are only used to determine the maximum floor area limit for the lot, if applicable.
- 1. Development Area A - Principal and accessory structures.** Area A allows for the development and use of principal and accessory structures. Accessory structures allowed in Areas B and C are allowed in Area A.
  - 2. Development Area B - Accessory structures.** Area B allows for the development and use of accessory structures listed below. Principal structures are not allowed.
    - a. Allowed accessory structures.** The following accessory structures are allowed in Area B:
      - (1) accessory structures allowed in Area C are allowed within Area B.
      - (2) barbeques
      - (3) decks
      - (4) detached or attached patio covers (solid or lattice)
      - (5) fences, walls, and retaining walls in compliance with Section 20.30.040 (Fences, Hedges, Walls, and Retaining Walls)
      - (6) fireplaces and fire pits
      - (7) gazebos
      - (8) outdoor play equipment
      - (9) patios
      - (10) platforms
      - (11) porches
      - (12) spas and hot tubs
      - (13) swimming pools
      - (14) terraces
      - (15) similar structures

- b. **Development standards for accessory structures.** The following development standards apply to Area B:
      - (1) Covered accessory structures (e.g., trellis, gazebos, patio covers) shall not exceed 12 feet in height from existing grade or finished grade or exceed 400 square feet in cumulative total area.
      - (2) Retaining walls shall comply with Section 20.30.040 (Fences, Hedges, Walls, and Retaining Walls).
  - 3. **Development Area C – Limited accessory structures.** Area C allows for the development and use of limited accessory structures. The following accessory structures are allowed in Area C:
    - a. benches
    - b. drainage devices
    - c. guardrails and handrails required by building code
    - d. landscaping/irrigation systems
    - e. on-grade trails
    - f. on-grade stairways
    - g. property line fences and walls, not including retaining walls
    - h. underground utilities
    - i. similar structures.
- D. **Location of development areas.** The development areas are listed below and depicted in the referenced map exhibits located in Part 8. The placement of structures and grading is limited by development areas as defined in this Section and in Subsection C, above. The development areas for each parcel are polygons established by the property lines and the following development lines. (See Part 8, Map Exhibits 1-8) All contour lines refer to NAVD88 contours.
  - 1. **Map 1 - Kings Place**
    - a. Kings Place (104-112 and 204-224)
      - (1) Development Area A. Between the front property line adjacent to Kings Place and the development line established at an elevation that is 16 feet below the average elevation of the top of the curb adjacent to the lot.
      - (2) Development Area C. All portions of the lot not located in Area A.
    - b. Kings Place (116-200)
      - (1) Development Area A. As indicated by the specified distance (in feet) from the front property line on the development area map.
      - (2) Development Area B. All portions of the lot not located in Area A or C.



- (3) Development Area C. Between the down slope boundary of Area A and a development line established at the 26-foot contour line\*.
- (4) Additional development standards. Sport courts are allowed in Area B. Enclosed accessory structures that do not exceed 12 feet in height from existing or finished grade and do not exceed 400 square feet (cumulative) in area shall be allowed in Area B.

**2. Map 2 - Irvine Terrace**

**a. Dolphin Terrace**

- (1) Development Area A. Between the front property line adjacent to Dolphin Terrace and a 10-foot setback from the top of the existing bluff.
- (2) Development Area B. Between the 10-foot setback from the top of the existing bluff and a line established at an elevation that is 13 feet below the average elevation of the top of the curb adjacent to the lot.
- (3) Development Area C. All portions of the lot not located in Areas A and B.

**3. Map 3 - Irvine Terrace**

**a. Bayadere Terrace (1607)**

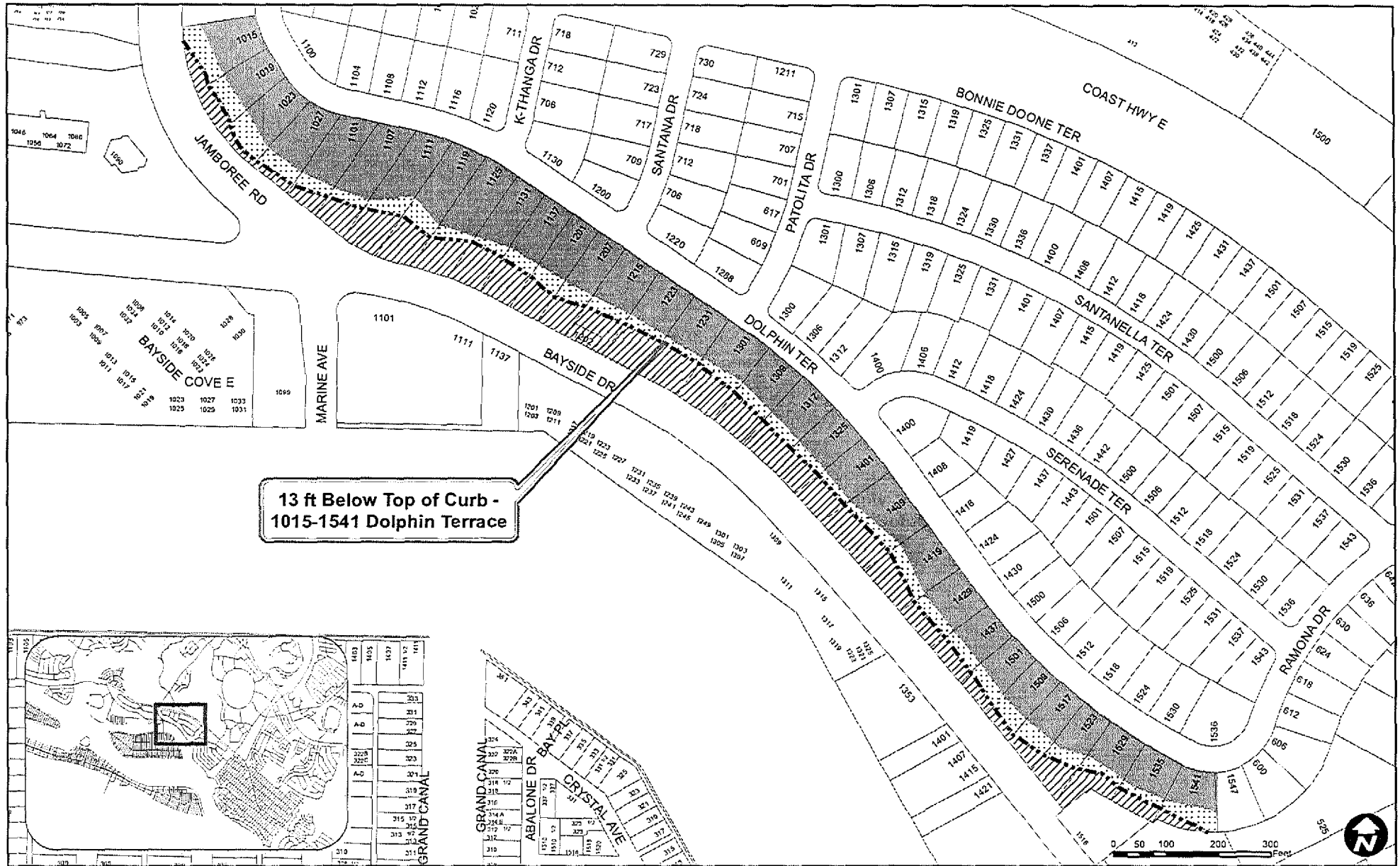
- (1) Development Area A. The extent of the existing principal structure.
- (2) Development Area B. Between the extent of the existing development and a development line established at an elevation that is 13 feet below the average elevation of the top of the curb adjacent to the lot.
- (3) Development Area C. All portions of the lot not located in Areas A and B.

**b. Bayadere Terrace (1615-1638)**

- (1) Development Area A. Between the front property line adjacent to Bayadere Terrace and the 48-foot contour line\*.
- (2) Development Area B. Between the 48-foot contour line\* and a development line established at an elevation that is 13 feet below the average elevation of the top of the curb adjacent to the lot.
- (3) Development Area C. All portions of the lot not located in Areas A and B.

## **Attachment No. PC 5**

Bluff Overlay Map B-2 (Irvine Terrace,  
Dolphin Terrace)



## B-2 Irvine Terrace - Dolphin Terrace

- Development Areas Delineated By:
- Specified Distance from Front Property Line
  - Specified Distance Below Top of Curb
  - - - Specified Contour
  - Development Area A
  - Development Area B
  - Development Area C

## **Attachment No. PC 6**

Geotechnical Engineer's Calculations  
and Findings

**RECEIVED BY  
PLANNING DEPARTMENT**

July 18, 2011

W.O. 260809

JUL 25 2011

Dr. Tien Nguyen  
1401 Dolphin Terrace  
Corona Del Mar, California,

**CITY OF NEWPORT BEACH**

Subject: Memorandum Response, Planning Division  
Letter 7-711, Distressed Rear Yard, 1401  
Dolphin Terrace, Newport Beach, California

**Reference:**

1. Limited Geotechnical Investigation, Distressed Rear Yard Planter Boxes: 1401 Dolphin Terrace, Corona Del Mar, California By STRATATECH, dated December 9, 2009, W.O. 260809
2. Geotechnical Engineering Response to Geotechnical Review Sheet dated March 11, 2011, STRATATECH, Inc., Dated April 5, 2011.

Dr. Nguyen:

Pursuant to your request, this letter has been prepared to address item 1 of the July 7, 2011 letter prepared by Nakana Nova of the Community Development Department Planning Division.

In her letter, Ms. Nova asks *"Please provide calculations demonstrating the slope stability of the land above the caissons after the proposed development is constructed."*

**DISCUSSION:**

The purpose of the proposed caisson wall is to stabilize the rear patio/planter area that is located at the top of an existing slope that descends toward Bayside Drive. The upper portion of the slope is exhibiting obvious signs of distress. The existing slope was analyzed and a safety factor of less than  $FS=1.5$  was determined for the near surface descending slope and the patio area. A critical safety factor of 1.5 static and 1.1 seismic was identified within the cross section of the unstable slope. The earth materials below the critical safety factor line was then used to provide stable bearing material for the design of the proposed soldier pile stabilization system. This proposed soldier pile system is designed to stabilize the patio area and planters located landward from the top of the bluff.

**STRATA-TECH, INC.**  
**G E O C O N S U L T A N T S**

Dr. Tien Nguyen  
Response to Planning Review letter

2

W.O. 260809  
July 18, 2011

The static and seismic stability analysis is presented in the appendix section of the referenced report. A final soldier pile design criterion is presented in references 2. Since the design pressures of the soldier piles was based using a safety factor of 1.5, the proposed soldier piles will increase the bluff top behind the piles to a safety factor greater than or equal to  $FS = 1.5$ .

Please contact this office with questions or discussion.

Respectfully  
submitted:  
STRATA-TECH, Inc.



Roland Acuña  
CEG 2113



Larry Finley  
RCE 46606



**STRATA-TECH, INC.**  
**G E O C O N S U L T A N T S**

714-521-5611  
562-427-8099  
FAX 714-521-2552

7372 Walnut Avenue, Unit F, Buena Park, California 90620

August 20, 2011

W.O. 260809

Dr. Tien Nguyen  
1401 Dolphin Terrace  
Corona Del Mar, California,

Subject: Geotechnical Engineering Memorandum to  
Planning Review Sheet dated March 11, 2011

Reference:

1. STRATA-TECH, Inc., dated December 9, 2009, Limited Geotechnical Investigation, and Distressed Rear Yard Planter Boxes: 1401 Dolphin Terrace, Corona Del Mar, California W.O. 260809.

Gentlemen:

As instructed by you, STRATA-TECH, Inc. is responding to questions by planning regarding the Geotechnical Review. A meeting with Dr. Bagahi, geotechnical reviewer for Newport Beach on 8-17-11 is the basis for the following submittal:

Attached please find calculations demonstrating the post stabilization factor of safety is greater than  $F.S. = 2.00$ .

**STRATA-TECH, INC.**  
G E O C O N S U L T A N T S

Dr. Tien Nguyen  
Geotechnical Engineering Response

2

W.O. 260809  
August 20, 2011

Respectfully submitted:  
STRATA-TECH, Inc.

Roland Acuna, PG  
President

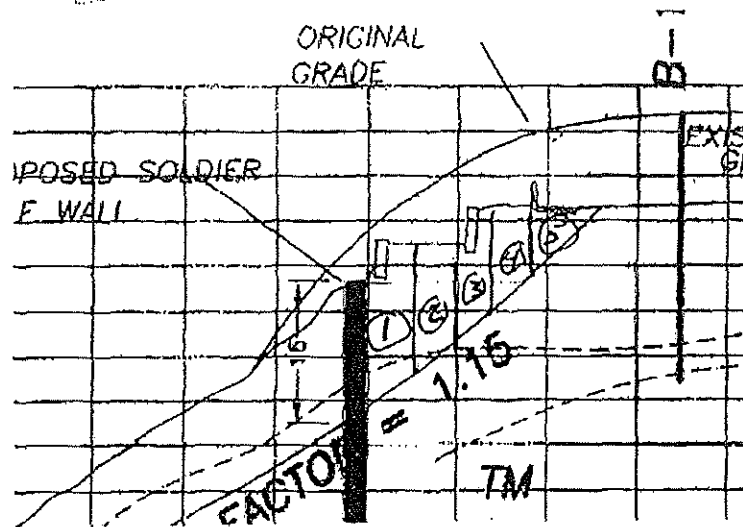
Larry Finley  
RCE 46606



Attachments:  
Stability calculations upslope from proposed piles  
Pile design load and post construction F.S.  $\geq$  2.00  
Portion of cross section B-B



# PILE DESIGN LOAD, BASED ON SLOPE STABILITY



$$F.S. \geq 2.00$$

FROM slope stability:

$$F = 14.8 \times 2.00 - 22.5 \tan 24 - 35(0.2) \\ = 5.2 \text{ kip}$$

$$EFp = \frac{5200(2)}{16^2} = 40.62 \text{ pcf}$$

$$40.62 \text{ pcf} < 85 \text{ pcf} \therefore \underline{\underline{OK}}$$

Geotechnical Engineering Investigation  
1401 Dolphin Terrace  
Newport Beach, California

Work Order 260809

0

**STRATA - TECH, INC.**

Shear Strength	Material 1			
Cohesion, psf	200			
Friction Angle, $\phi$	24			
$\tan \phi$	0.445			
Unit Weight, pcf	120			

Segment	Area (Ft <sup>2</sup> )	Weight of Segment (Kips/LF)	Slide Plane Angle	$\sin \alpha$	$\cos \alpha$	Driving Force $W \sin \alpha$	Normal Force $W \cos \alpha$	Length (Feet)
1	75	9.0	30	0.500	0.866	4.5	7.8	7
2	48	5.8	31	0.515	0.857	3.0	4.9	5
3	41	4.9	32	0.530	0.848	2.6	4.2	5
4	32	3.8	37	0.602	0.799	2.3	3.1	6
5	29	3.5	43	0.682	0.731	2.4	2.5	12
$\Sigma$						14.8	22.5	35

$$\begin{aligned} \text{F.S.} &= \frac{\Sigma CL + \Sigma W \cos \alpha}{\Sigma W \sin \alpha} \\ &= \frac{7.0 + 10.0}{14.8} \\ &= \frac{17.0}{14.8} = 1.15 \end{aligned}$$

Plate No.

**STRATA - TECH, INC.**

Shear Strength	MATERIAL 1			
Cohesion, psf	260			
Friction Angle, $\phi$	24			
$\tan \phi$	0.445			
Unit Weight, pcf	120			

Section: A-A'

Segment	Area (Ft <sup>2</sup> )	Weight of Segment (Kips/LF)	Slide Plane Angle	$\sin \alpha$	$\cos \alpha$	Driving Force W Sin $\alpha$	Normal Force W Cos $\alpha$	Length (Feet)
A	75	9.0	30	0.500	0.866	4.5	7.8	7
B	48	5.8	31	0.515	0.857	3.0	4.9	5
C	41	4.9	32	0.530	0.848	2.6	4.2	5
D	32	3.8	37	0.602	0.799	2.3	3.1	6
E	29	3.5	43	0.682	0.731	2.4	2.5	12
$\Sigma$						14.8	22.5	

$$\Sigma CL + (\Sigma W \cos \alpha - K \Sigma W \sin \alpha) \tan \phi$$

$$\begin{aligned} \text{F.S.} &= \frac{\Sigma W \sin \alpha + K \Sigma W \cos \alpha}{\Sigma W} \\ &= \frac{9.1 + 9.0}{18.1} \quad (K = 0.15) \\ &= \frac{18.1}{18.1} = 1.00 \end{aligned}$$

Plate No. \_\_\_\_\_

**STRATA - TECH, INC.**

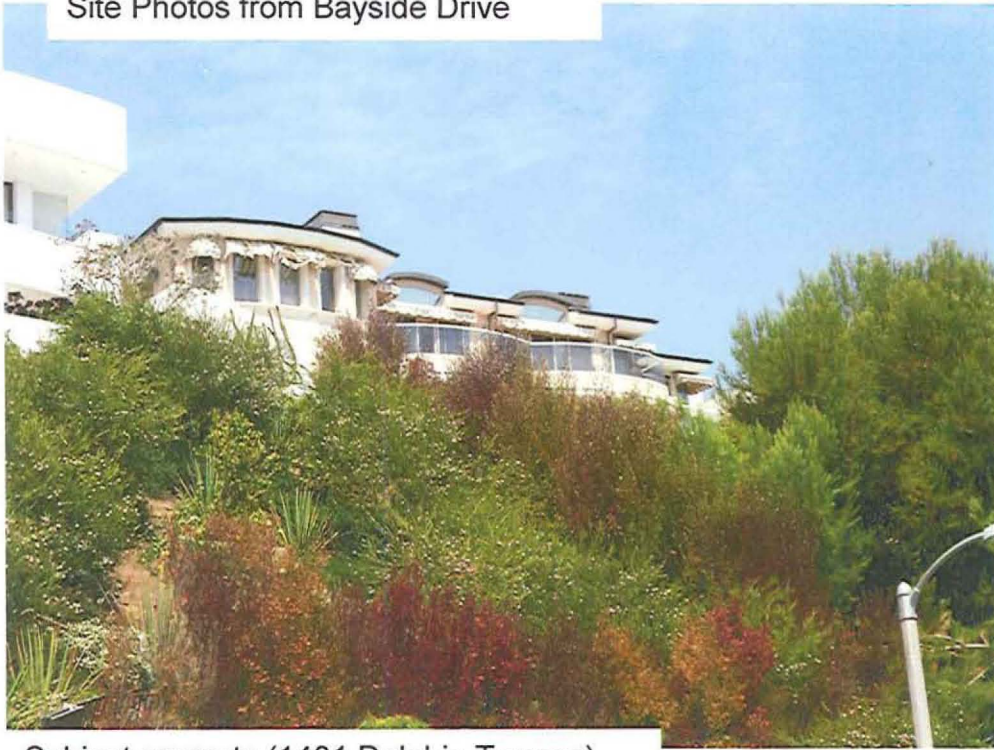
# **Attachment No. PC 7**

Site Photos

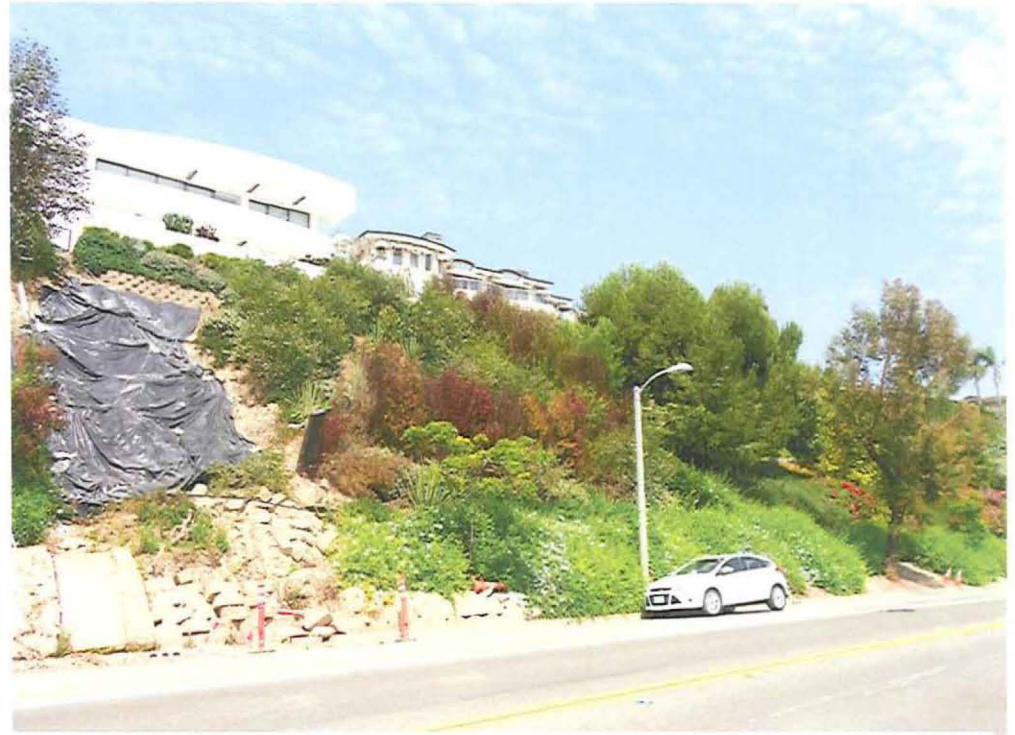




Site Photos from Bayside Drive



Subject property (1401 Dolphin Terrace)



1325 Dolphin Terrace with subject property beyond

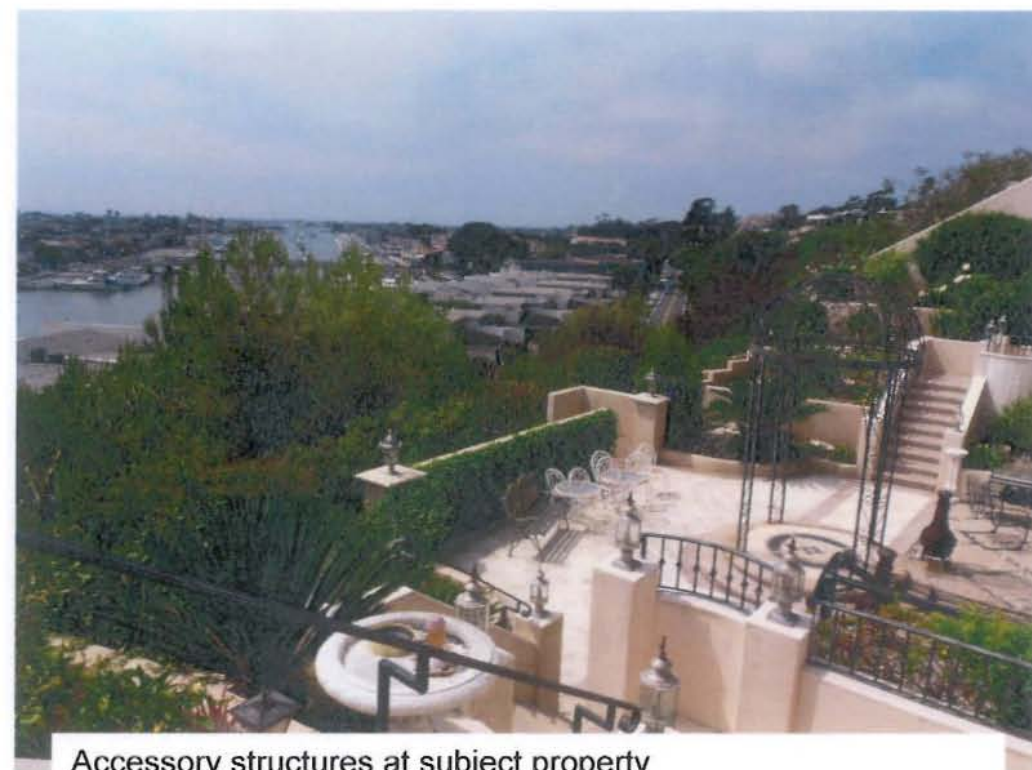


Slope view of subject property (1401 Dolphin Terrace)



Subject property and 1409 Dolphin Terrace beyond

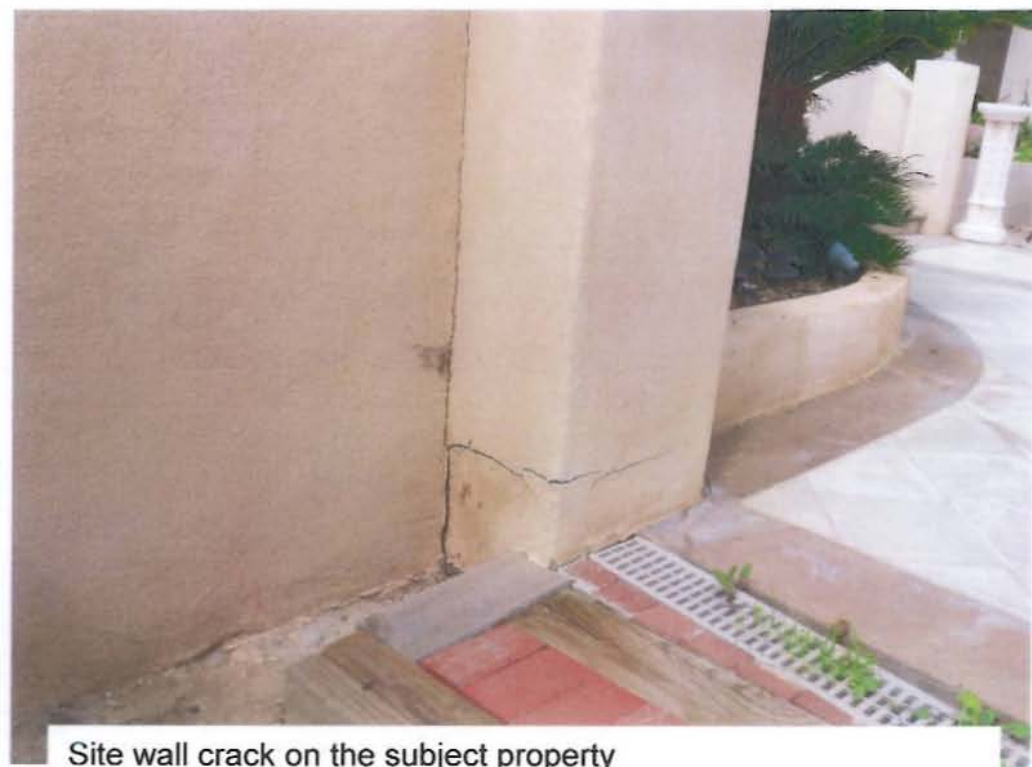




Accessory structures at subject property



Site wall slipping on the subject property



Site wall crack on the subject property



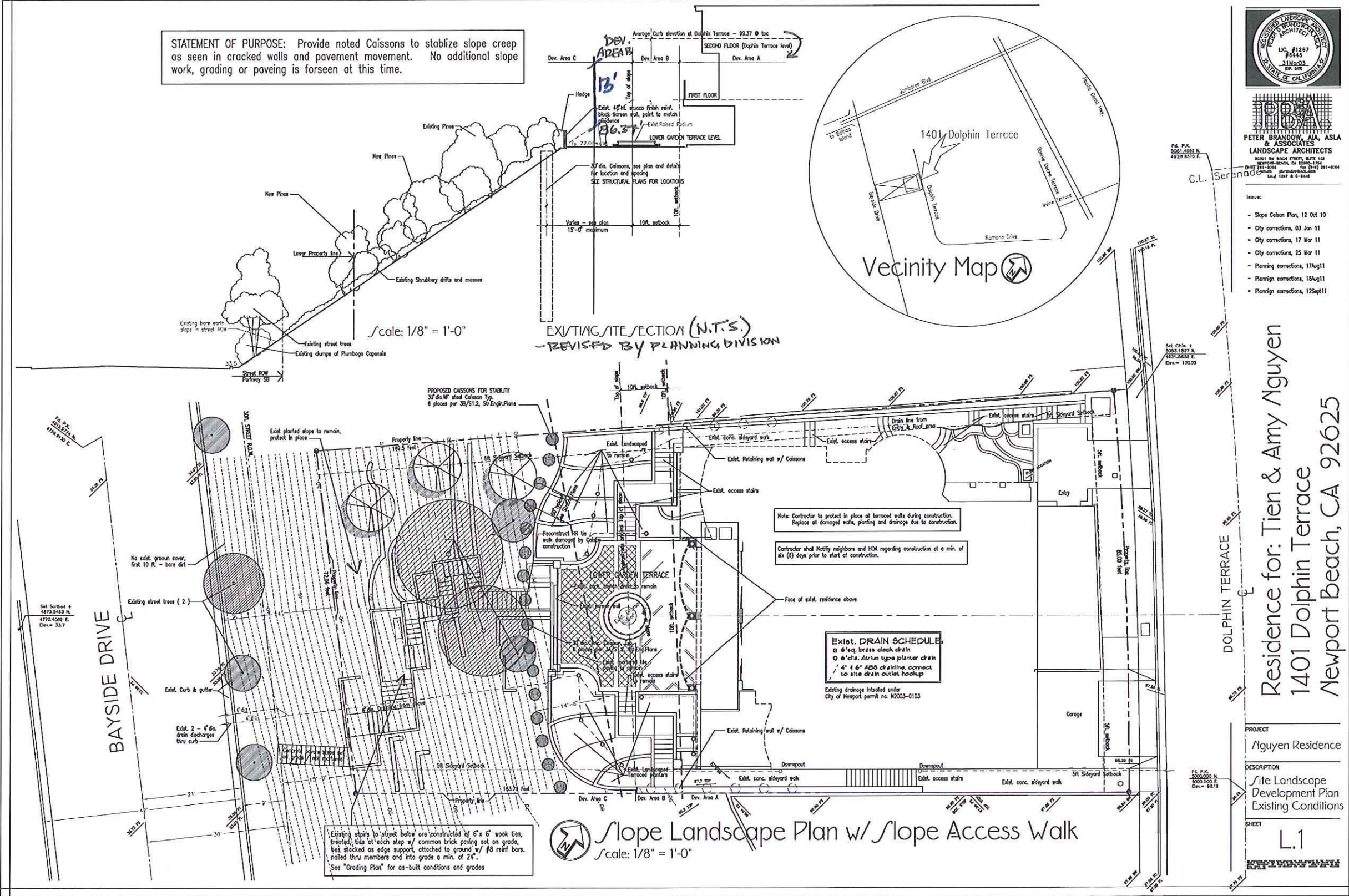
Patio terrace cracking on the subject property

# **Attachment No. PC 8**

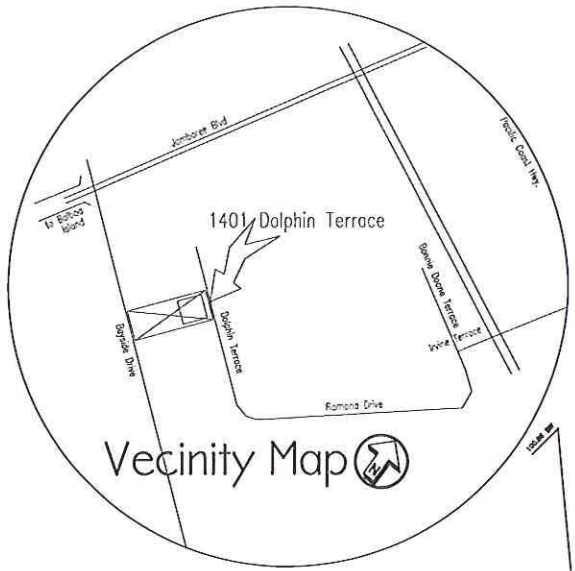
Project plans



STATEMENT OF PURPOSE: Provide noted Coissons to stabilize slope creep as seen in cracked walls and pavement movement. No additional slope work, grading or paving is forseen at this time.



PETER BRANDOW, AIA, ASLA  
& ASSOCIATES  
LANDSCAPE ARCHITECTS  
30351 Via Roca Street, Suite 100  
Newport Beach, CA 92660-1794  
Phone: 949-261-2044 Fax: 949-261-2044  
Email: pbrandow@pbpa.com  
Lic. #1287 & C-4548



Residence for: Tien & Amy Nguyen  
1401 Dolphin Terrace  
Newport Beach, CA 92625

**CITY OF NEWPORT BEACH  
PLANNING COMMISSION STAFF REPORT**

September 22, 2011 Meeting  
Agenda Item 4

**SUBJECT:** Alternative Setback Determination - (PA2011-149)  
1400 East Ocean Front  
▪ Staff Approval No. SA2011-019

**APPLICANT:** Chris Brigandi

**PLANNER:** Benjamin M. Zdeba, Planning Technician  
(949) 644-3253, bzdeba@newportbeachca.gov

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**PROJECT SUMMARY**

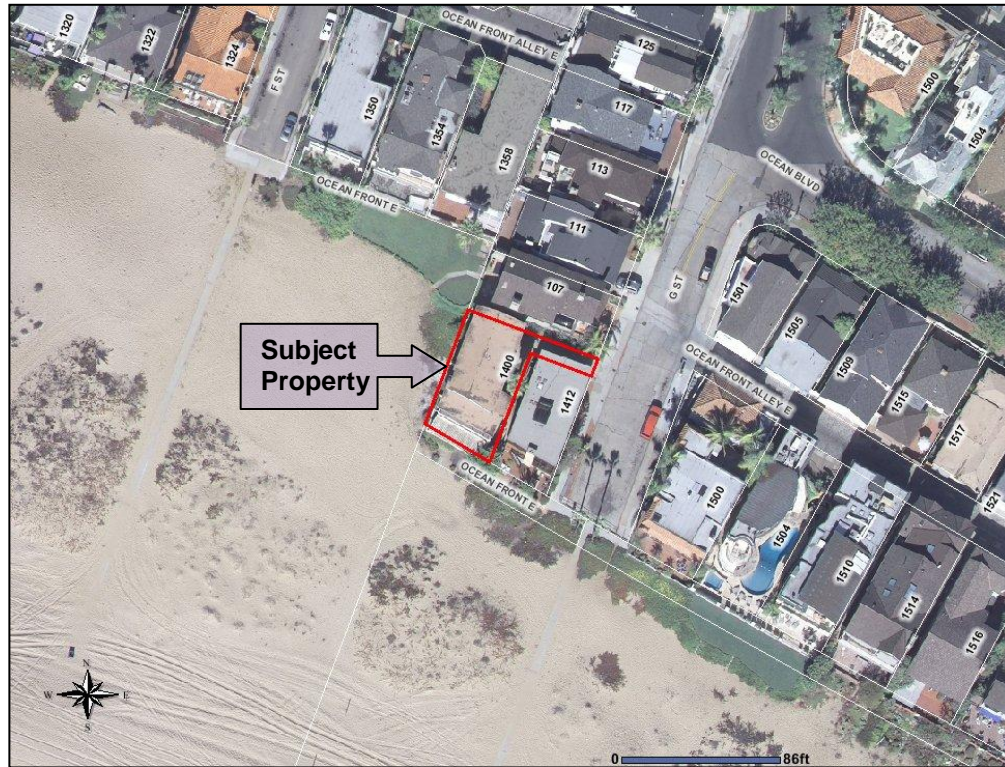
The applicant is requesting an alternative setback determination for property located at 1400 East Ocean Front to accommodate redevelopment of the site. The applicant is requesting that the following setbacks be established:

- Front (Along East Ocean Front) – 10 feet
- Sides – 3 feet
- Rear (Opposite East Ocean Front) – 3 feet

**RECOMMENDATION**

- 1) Conduct a public hearing; and
- 2) Approve Alternative Setback No. SA2011-019 with the attached Alternative Setback Determination letter (Attachment No. PC 1).



**VICINITY MAP****GENERAL PLAN****ZONING**

LOCATION	GENERAL PLAN	ZONING	CURRENT USE
ON-SITE	RS-D (Single-Unit Residential Detached)	R-1 (Single-Unit Residential)	Single-Unit Dwelling
NORTH	RS-D	R-1	Single-Unit Dwelling
SOUTH	PR (Parks and Recreation)	PR (Parks and Recreation)	Undeveloped Street Right-of-way
EAST	RS-D	R-1	Single-Unit Dwelling
WEST	PR	PR	Public Beach

## **INTRODUCTION**

### **Project Setting**

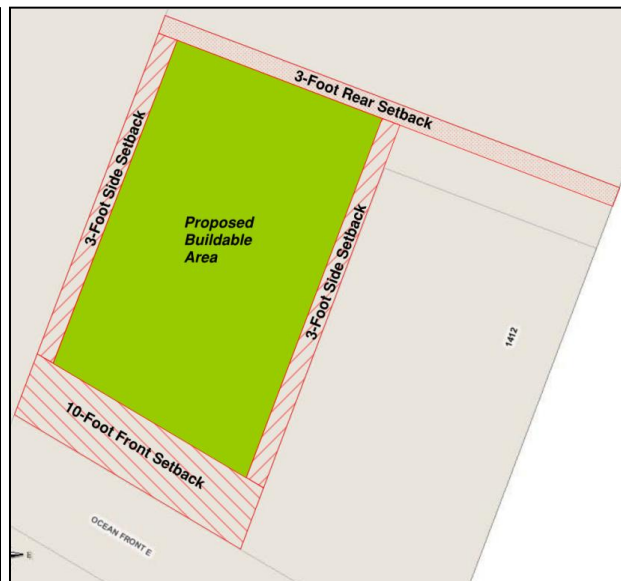
The approximately 3,125-square-foot property is a flag lot<sup>1</sup> located near the intersection of 'G' Street and East Ocean Front. The property is currently developed with a 2,586-square-foot single-unit dwelling which is legal nonconforming since it encroaches into the required front, side, and rear setback areas (Attachment No. PC 2). The site is approximately 40.61 feet wide at the southern end and 75 feet wide at the northern end which includes the strip of land that provides access to and from 'G' Street. The topography of the site is relatively flat and slopes slightly downward towards the beach. The site abuts the public beach along East Ocean Front and the western property line.

### **Project Description**

Pursuant to Section 20.30.110 C (Setback Regulations and Exceptions – Alternative setback area location) of the Zoning Code, the Community Development Director may redefine the location of the front, side, and rear setback areas to be consistent with surrounding properties in cases where the orientation of an existing lot and the application of the setback area are not consistent with the character or general orientation of other lots in the vicinity. Strict application of the default setback regulations for an R-1 (Single-Unit Residential) property to the subject property results in a floor area limit lower than other properties nearby. The Community Development Director has referred this application to the Planning Commission for review and action, given the recent discussions on a similar request.



**Exhibit 1, Required Setbacks and Buildable Area**



**Exhibit 2, Proposed Setbacks and Buildable Area**

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<sup>1</sup> A "flag lot" is defined by Chapter 20.70 (Definitions) of the Zoning Code as a lot not meeting minimum lot frontage requirements and where access to the private or public street is provided by a narrow private access way that is between abutting lots and that is owned in fee.

The setbacks required by the Zoning Code are 20 feet on the front along East Ocean Front, 3 feet on the sides, and 10 feet in the rear opposite of East Ocean Front. The resulting buildable area<sup>2</sup> of the lot is 1,328 square feet. The requested setbacks are 10 feet in the front along East Ocean Front, 3 feet on the sides, and 3 feet in the rear opposite of East Ocean Front resulting in a buildable area of 1,977 square feet.

### Background

The subject property and surrounding area was originally subdivided in 1923. The original tract map depicts the property with an orientation towards East Ocean Front and access intended to be provided from East Ocean Front (Attachment No. PC 3). Since East Ocean Front was never improved for vehicular access, it appears that the property was resubdivided into a flag lot on January 26, 1956 to include a vehicular access easement from 'G' Street (Attachment No. PC 4). Variance Number VA915 was granted to the neighboring property located at 1412 East Ocean Front to establish the setbacks as 10 feet along East Ocean Front, 3 feet on each side, and 3 feet in the rear along the vehicular access easement for the subject property. The staff report for Variance No. VA915 indicates that the setbacks on the subject property (1400 East Ocean Front) are the same as this request of 10-foot front, 3-foot sides, and 3-foot rear (Attachment No. PC 5). Although the variance references the subject property and the existing building appears to be built to the setbacks referenced, no previous discretionary approvals could be found for 1400 East Ocean Front.

## **DISCUSSION**

### Analysis

To determine whether the proposed setbacks are appropriate, staff analyzed: 1) the compatibility of the proposed setbacks with the required setbacks on neighboring lots; and 2) the resulting true floor area ratio (maximum building square footage allowed divided by lot size) to ensure that the proposed setbacks do not result in additional floor area as compared with neighboring lots with typical lot configurations.

#### *Setback Compatibility*

Staff believes the proposed setbacks are compatible with those of the surrounding lots since all lots on East Ocean Front, both immediately east and west of the subject lot, are required to maintain a 10-foot front setback. Additionally, the lot width<sup>3</sup> is 40 feet, so the side setbacks comply with the Zoning Code 3-foot standard for lots 40 feet wide or less. The rear portion of the lot is adjacent to the 3-foot side setback of the single-unit

---

<sup>2</sup> "Buildable area" is defined by Chapter 20.70 (Definitions) of the Zoning Code as the area of a development site, excluding the minimum front, side, and rear setback areas as applied to residential properties only.

<sup>3</sup> "Lot width" is defined by Chapter 20.70 (Definitions) of the Zoning Code as the horizontal distance between the side lot lines, measured at right angles to the line that defines the lot depth at a point midway between the front and rear lot lines.

dwelling located at 107 'G' Street. The proposed 3-foot rear setback would be consistent with side yard separation as well as the existing development.

### *FAR Comparison*

Due to varying lot sizes and setback areas, staff has employed a true floor area ratio (FAR) method by which the total building square footage allowed on the site is divided by the total site area. This method allows for an equitable comparison of floor area to lot area. The proposed setbacks result in a FAR of 1.25 for the subject lot. To determine whether this is consistent with the FARs of neighboring lots, staff compared the 1.25 FAR with the FAR of 1412 and 1504 East Ocean Front, 1505 Ocean Boulevard, and 107 'G' Street, which represent typical lot configurations of neighboring lots in the area.

**Table 1, FAR Comparison**

Property Address	Lot Size (SF)	Buildable Area (SF)	Max Floor Area (SF)	Floor Area Ratio
1400 E Ocean Front	3,154	1,977	3,954	1.25
<i>Requested Setbacks: 10' F, 3' Ss, 3' R</i>				
1412 E Ocean Front	2,341	1,591	3,182	1.36
1504 E Ocean Front	3,800	2,893	5,786	1.52
1505 Ocean Blvd	2,450	1,782	3,564	1.45
107 'G' St	2,625	1,595	3,190	1.2





### Summary

As illustrated in the analysis table above, staff believes the setbacks as proposed allow the subject property to maintain setbacks that are compatible with the nearby lots and also results in a FAR of 1.25, which is consistent with the FARs of other lots in area.

### Alternatives

Should the Planning Commission find the alternative setback determination as requested to be unreasonable, the Planning Commission should either prescribe more appropriate setbacks for the property or determine the property should be subject to the default setback regulations for residential properties within the R-1 (Single-Unit Residential) Zoning District.

### Environmental Review

The project is categorically exempt under Section 15301, of the California Environmental Quality Act (CEQA) Guidelines - Class 1 (Existing Facilities). The alternative setback determination does not constitute a major change which would require environmental review.

### Public Notice

Although not required by the Municipal Code, notice of this hearing was published in the Daily Pilot, mailed to property owners within 300 feet of the property (excluding roads and waterways) and posted at the site a minimum of 10 days in advance of this hearing consistent with the Municipal Code. The item also appeared upon the agenda for this meeting, which was posted at City Hall and on the City website.

Prepared by:

Submitted by:



Benjamin Zdeba, Planning Technician



Gregg Ramirez, Acting Planning Manager

### ATTACHMENTS

- PC 1 Draft Alternative Setback Determination Letter
- PC 2 Site Survey
- PC 3 Tract Map No. 518
- PC 4 Resubdivision No. 25
- PC 5 Portions of Variance No. VA915

# **Attachment No. PC 1**

Draft Alternative Setback Determination  
Letter





COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION  
3300 Newport Boulevard, Building C, Newport Beach, CA 92663  
(949) 644-3200 Fax: (949) 644-3229  
[www.newportbeachca.gov](http://www.newportbeachca.gov)

## DETERMINATION OF ALTERNATIVE SETBACK AREA LOCATIONS

SA2011-019 (PA2011-149)

**Date:** September 22, 2011

**Site address:** 1400 East Ocean Front

Section 20.30.110 C (Setback Regulations and Exceptions – Alternative setback area location):

*In cases where the orientation of an existing lot and the application of the setback area are not consistent with the character or general orientation of other lots in the vicinity, the [Community Development] Director may redefine the location of the front, side, and rear setback areas to be consistent with surrounding properties. The reorientation of setback areas is not applicable to the bluff overlay district.*

In this case the Community Development Director elected to refer this request to the Planning Commission which established the following alternative setbacks:

Yard	Setback	Description
Front	10'	East Ocean Front
Side	3'	Adjacent to Public Beach
Side	3'	Adjacent to 1412 East Ocean Front
Rear	3'	Opposite front (East Ocean Front)

On behalf of Charles Unsworth, Chairman

By: \_\_\_\_\_

Bradley Hillgren, Secretary

# **Attachment No. PC 2**

Site Survey

LEGEND

	DESCRIPTION
(123.45)	MEAS. ELEVATIONS
( )	REC. BRG. & DIST.
#	BRICK
=====	WALL
---	BUILDING
---	LOT LINE
---	WATER METER
WM	FINISH FLOOR
F.F.	GARAGE FLOOR
G.F.	CONCRETE
CNC.	FINISH SURFACE
F.S.	MAN-HOLE
M.H.	AC.
A.C.	ASPHALT
T.G.	TOP-GRADE

RdM SURVEYING INC.

RdM MIEDEMA L.S. 4653  
23016 LAKE FOREST DR. #409  
LAGUNA HILLS, CA 92653  
(949) 858-2924 OFFICE  
(949) 858-3438 FAX  
RDMSURVEYING@CDX.NET

TOPOGRAPHIC SURVEY

JOB: 50-44      DATE: 8/2/11

OWNER:

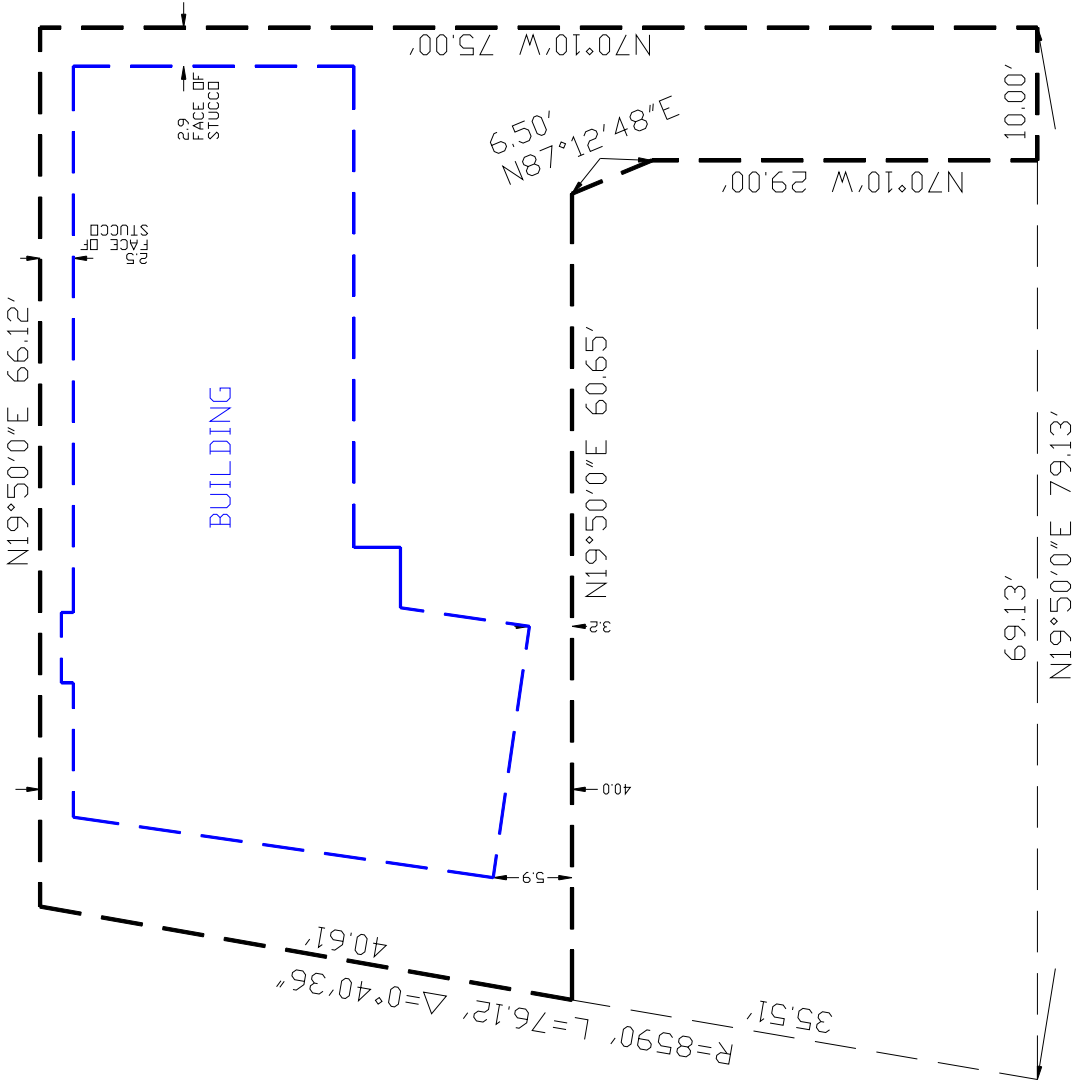
Chris Bergandi  
425 35th Street, Suite 9  
Newport Beach, CA 92663

LEGAL DESCRIPTION:

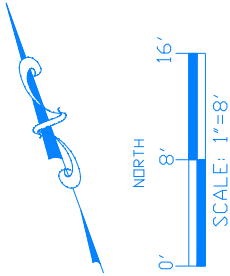
Lot 8 and a portion of lot 9, Tract No. 518

ADDRESS OF PROJECT:

1400 E. OCEANFRONT  
NEWPORT BEACH, CA



G STREET



NOTE: RECORD EASEMENTS ARE NOT PLOTTED IF ANY.

# **Attachment No. PC 3**

Tract Map No. 518

# TRACT NO 518

10 9 9

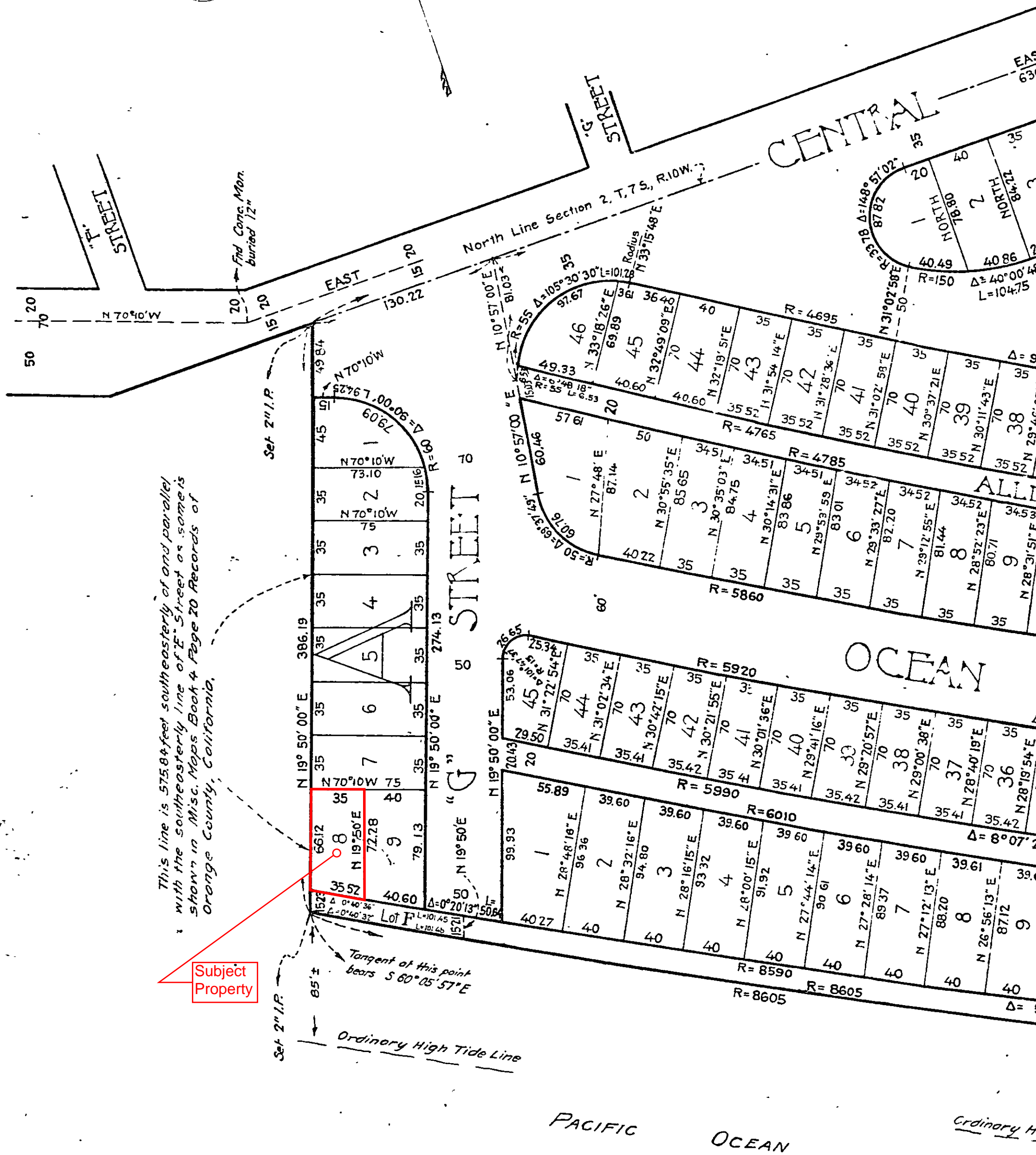
Owner

(Baseline) Hatching

5.00

This line is 575.84 feet southeasterly of and parallel with the southeasterly line of E. Street as same is shown in Misc. Maps Book 4 Page 20 Records of Orange County, California.

Subject Property



# **Attachment No. PC 4**

Resubdivision No. 25

FOSTER & KLEISER CO., Westerly section from the 'Mo-Bo-Tel' and the southerly side of the Coast Hwy. (alt. 101). The location is somewhat easterly of the Highway intersection with Balboa Blvd. C-1H zone.

#210

To convert an existing billboard into a dual 'poster panel' sign. The Committee reported this would undoubtedly make a better looking sign and improve rather than harm the site. This concerns an old existing sign.

Com. Copelin moved the Commission Grant this application, seconded by Com. Rudd, and carried by the following roll call vote:

AYES: Rudd, Longmoor, Copelin

NOES: Keene, Reed

MAY VERTREES, 420 Goldenrod Ave., Corona del Mar  
Lots 2, 4, 6, Blk. 434, Tr. CDM, R-2 zone

RESUBS.

To resubdivide a parcel of land of which a portion is occupied by a dwelling.

#24

(Miss Vertrees does not plan on immediate new construction. She would like to have an assurance from the Commission that she is properly representing the acceptable usage for this parcel of land.)

Granted

Com. Reed moved that the Commission recommend the Granting of this application provided two building sites are created from Lots 2, 4, 6. The building sites shall be known as Site No. 1 and Site No. 2. No. 1 shall consist of the southeasterly 40 feet of said Lots 2, 4, 6. No. 2 shall consist of the whole of Lots 2, 4, & 6, except southeasterly 40 ft. In addition this re-sub shall be granted on the CONDITION that the applicant provide public utility easements subject to the approval of location, by the Engineering Dept.

Under Section 9254.33 of Ord. #650, it is also deemed advisable to establish a set-back of 3 feet along 1st Street on Site #1. Motion seconded by Com. Keene, and carried by the following roll call vote, to wit:

ALL AYES

HUGH R. ADAMS

Lots 8 and 9, Blk. A, Tr. 518, R-1 zone.

To resubdivide two Ocean Front Building Sites, in order to create an easement of 12 feet for ingress and egress. The applicant is also requesting realignment of property lines. (At present Lot 8 lacks street accessibility.)

#25

Granted

The applicant referred to the inflated real-estate values existing, and the economic hardship he would encounter ~~where~~ he deprived of the privilege of creating two ocean front lots on the described parcel of land. Com. Keene moved the Commission recommend the Granting of this Resubdivision, defining the parcel of land as two building sites No. 1 and No. 2. No 1 shall consist of all of Lot 8 and the northwesterly 5' of Lot 9 as well as the north-easterly 10' of Lot 9. Building Site No. 2 shall consist of all of Lot 9, except the northwesterly 5' thereof and the ~~north~~theasterly 10' hereof. Motion seconded by Com. Reed, and carried by the following roll call vote, to wit:

ALL AYES





# **Attachment No. PC 5**

Portions of Variance No. VA915

VARIANCE APPLICATION  
Ordinance No. 635  
City of Newport Beach

NO. 915  
DATE 10-26-1967

INSTRUCTIONS: (Read Carefully). The Applicant or his legal representative must be present at all public hearings. Fill out this application completely. It must be accompanied by four copies of a plot plan to scale, and with correct dimensions, showing in detail all boundaries, existing buildings, proposed alterations and additions. The Applicant must sign conditions of Variance, if any, within thirty days after granting. Application is not valid until 15 days after date of approval and shall be revoked if not used within eighteen months from date of approval.

1. H. R. and Jane M. Adams  
Property Owner Only 1412 East Ocean Front  
Address Involved
2. LOT PTN. 9 BLOCK A SECTION - TRACT 518 ZONE R-1
3. DATE OF HEARING Nov. 16, 1967 TIME 8:00 AM.
4. Application is hereby made for a Variance from Section 12 . 12 . 060 -A-B-C to permit:  
to establish minimum setbacks as follows:
- FRONT YARD - 10 feet Reduction in REAR YARD  
SIDE YARDS - 3 feet each SETBACK FROM 10' to 3'  
REAR YARD - 3 feet
5. Hardship Involved: Size, shape and existing required setbacks make it  
impracticable to build on the lot

Adjoining lot has been developed with same setbacks.

There are 2 sheets attached to and made a part of this Application. I hereby certify that the foregoing statements, maps, drawing, plans and specifications attached hereto are true and correct. If granted, this Variance will not adversely affect persons residing or working in the neighborhood. I further consent to any permit issued in reliance thereon being null and void in the event they are not true and correct.

x H. R. Adams 995 Plumeria Lane 528-0774  
Signature of Owner Home Address Phone

FOR DEPARTMENTAL USE ONLY

PLANNING COMMISSION ACTION

In accord with Section 9106.31 (a)-1-2-3 a Variance is hereby GRANTED the above applicant subject to requirements of all governmental agencies having jurisdiction and subject to the following:

That the applicant pay 50% of the cost of building a sidewalk adjoining  
the front of subject property (on Ocean Front).

The undersigned hereby agrees to all the above CONDITIONS.

x Letters of agreement attached.

DATES: Filed 10-26-67 Hearing 11-16-67 Published 11-2-67 Newspaper Ensign

FINDINGS OF PLANNING COMMISSION: Upon a review of the evidence on file and testimony at the hearing the Commission found and determined that under the circumstances of the particular case, the granting of this variance would not be detrimental to the general welfare nor to property or improvements in the neighborhood and, therefore, recommended approval, subject to the above condition.

That Variance be GRANTED - RECORDED  
on the 16 day of November 19 67

GRANTED - DENIED  
on the        day of        19       

Ray Y. Copelin  
Ray Y. Copelin, Secretary  
Newport Beach City Planning Commission

Margery Schrouder  
Margery Schrouder, City Clerk  
Newport Beach, California

V-915

## CITY OF NEWPORT BEACH

November 16, 1967

TO: Planning Commission  
FROM: Planning Department  
SUBJECT: Variance Application No. 915

### Application

The application filed in the name of H. R. and Jane M. Adams requests the establishment of setbacks on a substandard lot in the R-1 District. The proposed setbacks are:

Rear Yard - 3 feet  
Side Yards - 3 feet  
Front Yard - 10 feet

The required setbacks are presently:

Rear Yard - 5 feet  
West Side Yard - 3 feet  
East Side Yard - 10 feet on street side  
Front Yard - 20 feet

### Background

In December 1955 a resubdivision was filed on Lots 8 and 9 of Tract 518 to change the lot lines. The lot lines were relocated and an easement created. This easement provided access to Lot 8 across the rear of Lot 9. The vehicular easement is 10 feet wide. The Planning Commission approved this resubdivision on December 28, 1955. Lot 8 then contained 2768 sq ft. and Lot 9 contained 2650 sq ft. less the easement or 2300 sq.ft.

### Subject Property and Surrounding Land Use

The entire area is zoned R-1. Single family dwellings are constructed in 3 directions with the ocean in front of the proposed development.

### Developmental Characteristics

The property in question is substandard. The lot contains 2300 sq ft. The proposed setbacks will provide a 1566 sq.ft. building area. The property is without the setbacks that have been established on the adjacent property. The setbacks on the adjacent property are the same as requested by this property owner.

TO: Planning Commission - 2.

Analysis and Recommendation

There is a hardship on the property due to size and lack of established setbacks. The adjacent properties have reduced setbacks established.

In the opinion of the staff, all of the criteria for the grantal of a variance have been met. Therefore approval of this application is recommended.

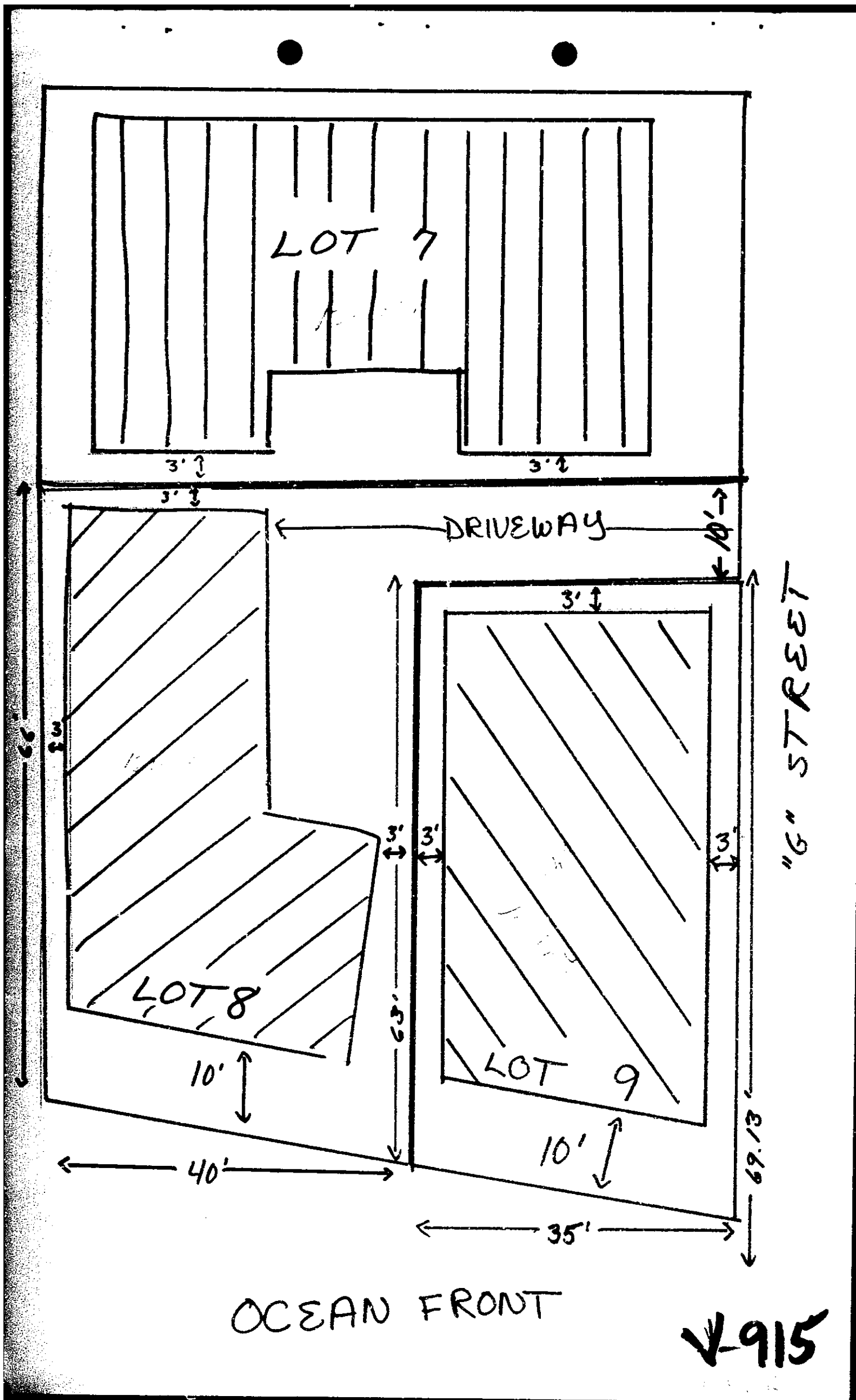
Respectfully submitted,

Ernest Mayer, Jr.  
Planning Director

By Thomas F. Nelson  
Thomas F. Nelson  
Associate Planner

EM:TFN:hh

Attachments: Vicinity Map  
Plot Plan



**CITY OF NEWPORT BEACH**  
**PLANNING COMMISSION STAFF REPORT**

September 22, 2011

Agenda Item 5

**SUBJECT:** MacArthur at Dolphin-Striker (PA2010-135)  
4221 Dolphin-Striker Way

- Planned Community Development Plan Amendment No. PD2010-007
- Transfer Development Rights No. TD2010-002
- Traffic Study No. TS2011-002
- Conditional Use Permit No. UP2011-026
- Mitigated Negative Declaration No. ND2011-001
- Modification Permit No. MN2011-014
- Waiver of Development Agreement

**APPLICANT:** Ridgeway/Whitney, Partnership

**PLANNER:** Rosalinh Ung, Associate Planner  
(949) 644-3208, [rung@newportbeachca.gov](mailto:rung@newportbeachca.gov)

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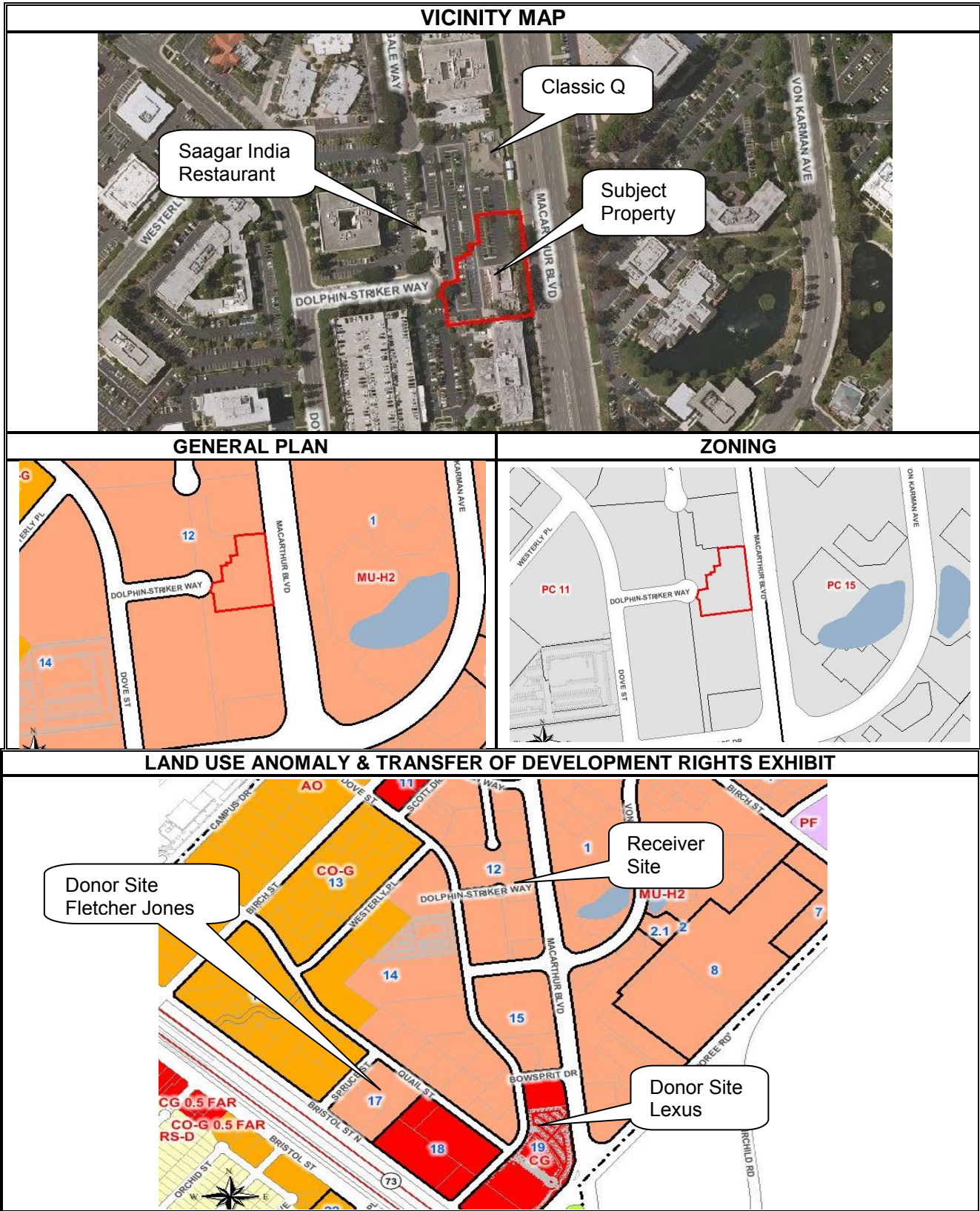
**PROJECT SUMMARY**

The applicant proposes a planned community development plan amendment to allow the construction of two, single-story commercial buildings of 13,525 square feet total.

The following approvals are requested or required in order to implement the project as proposed:

1. An amendment to the Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from "Restaurant Site 1" to "General Commercial Site 8", pursuant to Chapters 20.56 (Planned Community District Procedures) and 20.66 (Amendments) of the Municipal Code.
2. Transfer of Development Rights to allow the transfer of 48 unbuilt hotel units, which equate to 3,909 square feet of specialty retail, from Hotel Site 2-B (Fletcher Jones Vehicle Storage Facility at 1301 Quail Street) and 1,620 square feet from General Commercial Site 7 (Lexus Dealership at 3901 MacArthur Boulevard) for a total of 5,529 square feet to the subject site, pursuant to Chapter 20.46 (Transfer of Development Rights) of the Municipal Code.
3. Traffic Study approval pursuant to Chapter 15.40 (Traffic Phasing Ordinance) as the project will generate in excess 300 average daily trips (ADT).





LOCATION	GENERAL PLAN	ZONING	CURRENT USE
ON-SITE	Mixed Use Horizontal 2 (MU-H2)	PC-11, Restaurant Site 1	Restaurant (vacant)
NORTH	MU-H2	PC-11, Pro. & Bus. Office Site 6	Classic Q Sports Club & Restaurant
SOUTH	MU-H2	PC-11, Pro. & Bus. Office Site 5	Glidewell Laboratories
EAST	MU-H2	PC-11, Pro. & Bus. Office Site 7	MacArthur Blvd. & Koll Center
WEST	MU-H2	MacArthur Blvd. & Koll Center PC	Saagar India Restaurant & Dolphin-Striker Way

4. Conditional Use Permit to modify the off-street parking requirements, allow for the use of off-site parking, and to establish a parking management plan for the site, pursuant to Chapter 20.40 (Off-Street Parking) of the Municipal Code.
5. Waiver of the requirement for a Development Agreement pursuant to the provisions of Chapter 15.45 (Development Agreements) of the Municipal Code.
6. Modification Permit to deviate from the landscaping requirements of the Newport Place (PC-11) Planned Community Development Plan, pursuant to Section 20.52.050 of the Municipal Code.

### **RECOMMENDATION**

- 1) Conduct a public hearing; and
- 2) Adopt Resolution No. \_\_\_\_ (Attachment No. PC1) recommending that the City Council:
  - a. Adopt Mitigated Negative Declaration No. ND2011-001 and Errata, including the Mitigation Monitoring and Reporting Program;
  - b. Find that, based on the weight of the evidence in the administrative record, including Traffic Study No. TS2011-002, that the project complies with the Traffic Phasing Ordinance; and
  - c. Approve Planned Community Text Amendment No. PD2010-007, Transfer of Development Rights No. TD2010-002, Conditional Use Permit No. UP2011-026, and Modification Permit No. MN2011-014; and
  - d. Waiver of the requirement for a Development Agreement



## **INTRODUCTION**

### **Project Setting & Background**

The subject property is approximately 48,221 square feet (1.11 acres) in size and located on the west side of MacArthur Boulevard, between Martingale Way and Newport Place Drive.

The subject property currently improved with a 7,996 square-foot commercial building and a 78-space surface parking lot. Additionally at 4100 Newport Place, 16 off-site parking spaces are located on the 5<sup>th</sup> floor of the US Bank's parking structure pursuant to a recorded off-site parking agreement.

The subject property is Parcel 1 of three parcels designated as Restaurant Site 1 in the Newport Place Planned Community. Parcel 2 is currently improved with a 7,015 square-foot restaurant (Saagar Fine Cuisine of India Restaurant) and a 59-space surface parking lot. Parcel 3 is currently improved with a 7,870 square-foot sports club and restaurant (Classic Q Sports Club and Restaurant) and has a 74-space surface parking lot. The parking lots of these parcels are shared and the total combined parking spaces is 211 (78+59+74) parking spaces. Vehicular access to all three parcels is from Dolphin-Striker Way and Martingale Way. Parcels 2 and 3 are not a part of the proposed development.

### **Project Description**

The applicant proposes to demolish the existing 7,996 square-foot, single-story commercial building and to construct two, single-story commercial buildings with a total of 13,525 square feet. Details of the project components are as follows:

#### ***Commercial Buildings***

The proposed development consists of two, free-standing buildings. Building A is approximately 4,000 square feet and would be located on the northern side of the property. Building B is approximately 9,525 square feet and would be located along the southernly portion of the property. Each building is single-story and has a maximum building height of 29 feet. The buildings are a contemporary design. Building materials are smooth troweled integral tan color plaster, simulated wood composite sidings, glass and metal.

Approximately 5,000 square feet of Building B is allocated for food service uses. Of that, 1,000 square feet will be allocated for a fast-food service use (i.e. Subway Restaurant). Anticipated hours of operation for the fast-food service use would be from 7:00 a.m. to 11:00 p.m., daily; and from 11:00 a.m. to 10:00 p.m. for the high turn-over dining establishments.

The remaining 8,525 square feet (4,525 square feet in Building B and the entire Building A) will be allocated for general commercial uses such as office/delivery, computer electronic service and cellular service stores. The hours of operation would be from 9:00 a.m. to 7:00 p.m., daily.

The applicant estimates approximately 20-30 employees to be working at the development during any of the given shifts.

### *Site Improvements*

A portion of the existing 78-space parking lot will be demolished to accommodate the proposed commercial buildings. The remaining surface parking lot will be reconfigured to provide 59 parking spaces and new landscaping. The applicant is requesting minimal changes to their parking layout in order to maintain existing on-site circulation with the adjacent two restaurant parking lots. The proposed development also includes the creation of a new vehicular access onto MacArthur Boulevard.

## **DISCUSSION**

### Analysis

#### *General Plan*

The subject property is located in Statistical Area L4 (Airport Area) and has a General Plan designation of Mixed-Use Horizontal 2 ("MU-H2"). The MU-H2 designation provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses.

The applicant seeks no changes to the General Plan designation or development limits. The proposed commercial development would be allowed as the proposed uses are ancillary and supportive to the existing nearby office and light industrial developments.

The subject property has a maximum development limit of 7,996 square feet and has no remaining buildable square footage per Anomaly No. 12 of the General Plan Land Use Element. Anomaly No. 12 covers the entire block, and is bounded by Corinthian Way to the north, Newport Place Drive to the south, Scott Drive and Dove Street to the east, and MacArthur Boulevard to the west.

In order to accommodate the proposed 13,525 square-foot development (7,996 square feet of existing entitlement plus 5,529 square feet of new development), the applicant is requesting a transfer of development rights of 48 un-built hotel rooms from Hotel Site 2-B, which equates to 3,909 square feet of specialty retail, and 1,620 square feet from

General Commercial Site 7 to the subject site. Please refer to the Transfer of Development Rights Section of this report.

A complete consistency analysis of each of the applicable General Plan policies is attached to the Mitigated Negative Declaration as Appendix #I (Attachment No. PC10). The environmental analysis concludes that the project is consistent with each of the adopted goals and policies.

#### *Planned Community/Zoning*

The subject property has a zoning designation of Restaurant Site 1 of the Newport Place (PC-11) Planned Community which allows only eating and drinking establishments. The proposed amendment would change the zoning designation to General Commercial Site 8, to allow general commercial uses and eating and drinking establishments. The redlined draft planned community development plan (Attachment No. PC3) illustrates the proposed changes.

#### *Transfer of Development Rights*

The applicant has proposed a transfer of development rights of 5,529 square feet from two different locations in order to accommodate the proposed development. The request includes a transfer of 48 un-built hotel units which equates to 3,909 square feet of specialty retail presently allocated to Hotel Site 2-B site (Fletcher Jones Vehicle Storage Facility at 1301 Quail Street) by the Land Use Element. Hotel Site 2-B has a development limit of 33,292 square feet and 304 hotel rooms, per Anomaly No. 17 and is currently improved with a 200 square-foot office/security building for the Fletcher Jones vehicle storage facility.

The applicant also requested a transfer of 1,620 square feet presently allocated to General Commercial Site 7 (Lexus Auto Dealership at 3901 MacArthur Boulevard) by the Land Use Element. General Commercial Site 7 is a part of Anomaly No. 19 that has an overall development limit of 228,530 square feet for three separate properties. The Lexus site is allocated with 141,120 square feet and has 23,384 square feet of unbuilt floor area.

In accordance with Chapter 20.46 (Transfer of Development Rights), the Planning Commission must make the following findings for the approval of transfer of development rights:

1. *The reduced density/intensity on the donor site provides benefits to the City, for example:*
  - a. *The provision of extraordinary open space, public view corridor(s), increased parking, or other amenities;*
  - b. *Preservation of an historic building or property, or natural resources;*

- c. Improvement of the area's scale and development character;*
  - d. Reduction of local vehicle trips and traffic congestion; and*
  - e. More efficient use of land.*
- 2. The transfer of development rights will not result in any adverse traffic impacts and would not result in greater intensity than development allowed without the transfer and the proposed uses and physical improvements would not lend themselves to conversion to higher traffic generating uses;*
  - 3. The increased development potential transferred to the receiver site will be compatible and in scale with surrounding development and will not create abrupt changes in scale or character; and*
  - 4. The receiver site is physically suitable for the development proposed taking into consideration adjacent circulation patterns, protection of significant public views and open space, and site characteristics, including any slopes, submerged areas, and sensitive resources.*

The transfer of 48 hotel rooms from Hotel Site 2-B and 1,620 square feet from General Commercial Site 7 would result in a reduced intensity on the donor sites, which also would result in a reduction of local vehicle trips and traffic congestion, especially along North Bristol Street and MacArthur Boulevard. The transfer of development rights onto the subject property will not result in adverse traffic impacts as demonstrated in the Traffic Study prepared by Kunzman Associates, Inc. The transfer and the proposed uses of the receiver site would not lend themselves to a conversion to higher traffic generating uses, since the subject property is currently approved for 7,996 square feet of food service use which is being reduced to a maximum of 5,000 square feet (4,000 square feet of high turnover restaurant use and 1,000 square feet of fast food use). The remainder of the development will be allocated for general commercial uses. The proposed transfer would be trip neutral as any increase in the peak hour generated by the receiver site would be deduced proportionally to the donor sites. Furthermore, the hours of general commercial uses would be restricted not to open during the 7:00 to 9:00 morning (AM) peak hour, daily. This restriction is as a result of using the 4:00 to 6:00 afternoon (PM) peak hour trip which has a lower trip generation rate, in computing square footage for the transfer of development rights. This rate was also used in the traffic study and environmental analysis.

The potential increase in development transferred to the subject property will be compatible and in scale with the surrounding development as the proposed development will be a single story, at 29 feet in height. The subject property is physically suitable for the new development and provides improved vehicular access off of MacArthur Boulevard. Direct access will be available to and from MacArthur

Boulevard instead of the existing circuitous route from Dove Street or Corinthian Way. Additionally, all building setbacks are being complied with and the overall development scale is in proportion to the immediate area. Staff, therefore, believes that the findings for the proposed transfer could be made.

As a condition of approval, a covenant or other legally binding agreement approved by the City Attorney shall be recorded against the donor sites assuring that all of the requirements of the transfer of development rights shall be met by the current and future property owners. The property owners of the donor sites are in agreement with the proposed transfer (Attachment No. PC4).

### *Parking Analysis*

According to the Newport Place (PC-11) Planned Community Development Plan, the parking requirement for eating and drinking establishments is in accordance to Title 20 of the Municipal Code.

The parking requirement for general commercial uses would be one space for each 250 square feet of net floor area, according to Part II, Section III, Subsection D of the Newport Place Planned Community Development Standards.

Using the above criteria, approximately 104 parking spaces would be required based on the following calculations:

<b>Land Use</b>	<b>Gross Square Feet</b>	<b>Net Public Area (NPA)<sup>1</sup> for Restaurant Use</b>	<b>Parking Ratio</b>	<b>Parking Required</b>
Fast-Food Service (Subway)	1,000	N/A	1 per 50 gross square feet	20
Food Service	4,000	2,000 <sup>2</sup>	1 per 40 of NPA	50
General Commercial	8,325 (8,525-200 of utility room)		1 per 250 net square feet	34
<b>Total</b>	<b>13,525</b>			<b>104</b>

<sup>1</sup>The total area used to serve customers, including customer sales and display areas, customer seating areas, service counters, and service queue and waiting areas; but, excluding restrooms and offices, kitchens, storage and utility areas, and similar areas used by the employees of the establishment.

<sup>2</sup>Estimated as 50 percent of the gross square feet allocated for food service uses.

The proposed fast-food service use of 1,000 square feet would yield a parking demand of 20 spaces, with a parking ratio of one space per 50 square feet of gross square feet. An assumption was made with regard to parking requirements for the remaining 4,000 square feet of food service use (restaurant), given that the specific design (i.e., seating

type, arrangement, bar area) and operational characteristics are not known at this time. Additionally, since parking requirements for most restaurants (except fast-food) are based on NPA and not gross floor area, a conservative assumption of 50 percent of gross floor area was used to determine expected NPA. Pursuant to Section 20.40.060 of the Zoning Code, Food Service uses are required to provide off-street parking within a range of one space for each 30 to 50 square feet of NPA, depending on the physical design, operational characteristics, and location of the establishment. It is the applicant's intent for these restaurants to be occupied by small sit-down boutique dining establishments, with high turnover. A parking ratio of one space per 40 square feet of NPA, therefore would be adequate. The physical design and operational characteristics that would lead to higher parking ratios include uses with higher occupant loads, such as bars or restaurants with large bar areas, or the operation of live entertainment and/or dancing.

It should be noted that each of the proposed restaurants will be required to apply for a minor or conditional use permit, at which time the final parking requirements can be calculated based on the specific design and operational characteristics.

#### Parking Strategy

The parking strategy for the proposed project is complex and includes a request to adjust the parking requirements based on a shared parking analysis, use of a parking management plan, and use of off-site parking for the employees. Pursuant to Sections 20.40.100.A and 20.40.110.B of the Municipal Code, a conditional use permit is required for each of these requests. The following sections describe each of the parking related requests. The Conditional Use Permit Findings Section summarizes whether the findings can be supported for each of these requests.

#### *Shared Parking Analysis*

Based on the parking requirements per the Municipal Code, a total of 104 parking spaces is required. The project includes 91 spaces (32 off-site and 59<sup>1</sup> on-site), which results in a parking shortage of 13 spaces per the Municipal Code.

Section 20.40.110.B.2 (Joint Use of Parking Facilities) of the Municipal Code allows required off-street parking to be reduced with the approval of a conditional use permit where two or more distinct uses on the same site have distinct and differing peaking parking demands. A shared parking analysis has been prepared by Kunzman Associates, Inc., as a part of the Traffic Impact Analysis (Attachment No. PC5). The shared parking analysis takes into account the parking demand at peak hour generated by the proposed project, and the cumulative parking demand for the proposed project combined with the

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<sup>1</sup> According to the latest site plan proposed by the applicant. The latest site plan has been revised to provide a total of 59 parking spaces, an addition of two spaces after the Shared Parking analysis and Parking Management Plan were completed.

existing parking demand for all three properties, under the existing shared parking arrangement.

The analysis concludes on a peak hour demand, from 12:00 p.m. to 1:00 p.m. on Friday afternoon, a total of 99 spaces are required for the proposed project, which results in a parking shortage of 8 spaces.

Under the cumulative parking demand analysis for the proposed project combined with the existing parking demand for the existing restaurants (Saagar Fine Cuisine of India and Classic Q Sports Club and Restaurant), a total of 225 parking spaces are needed during the peak hour demand, from 12:30 p.m. to 1:00 p.m. on Friday afternoon. The total parking pool with the proposed project is 224 parking spaces (91 spaces for Parcel 1, 59 spaces for Saagar, and 74 spaces for Classic Q) which results in a parking shortage of one space by peak demand.

A parking management plan has been prepared in compliance with Section 20.40.110.C, in order to mitigate impacts associated with a reduction in the number of required parking spaces. As a condition of approval, the proposed development would be restricted 5,000 square feet of food service uses. Of that, 1,000 square feet would be allocated for a fast-food service use. The remaining 8,525 square feet would be allocated for general commercial uses as allowed for General Commercial Sites per the Newport Place Planned Community Development Plan. Please see Conditional Use Permit Findings Section below for a discussion of the required findings for approval.

#### *Parking Management Plan*

A parking management plan has been prepared by Kunzman Associates, Inc. to illustrate and explain in detail how the on-site and off-site parking spaces will be managed (Attachment No. PC6). In general, the plan indicates the following:

- The subject property has a high pedestrian potential as it is within a convenient pedestrian walking distance to and from the nearby businesses (1,000 feet is considered to be a convenient pedestrian walking distance). Because of the high pedestrian accessibility, the parking demand is expected to be less than required by the Municipal Code.
- Parking spillover from the adjacent businesses is a significant factor in the existing parking conditions of the subject property and because of the high parking spillover that exists during the time of the parking survey; the parking demand is believed to be overstated by approximately 15-20 vehicles during the projected peak period.
- The 32 off-site parking spaces should be used for employee parking.

- The installation and enforcement of parking regulation signs, such as “Customer Only”, to prevent spillover from adjacent properties. Parking regulation such as tow-away should be enforced to be effective.

In the event that the parking supply is deficient, the parking management plan also provides alternatives that could be implemented such as encouraging employees of Saagar Fine Cuisine of India and Classic Q Restaurants to park at the off-site parking location; roping off an area of the shared parking lot for tandem parking during the peak parking periods; and providing a complimentary valet parking during peak parking periods. The latter two would require consideration and approval from the Traffic Engineer.

The parking management plan has been reviewed and approved by the City’s Traffic Engineer. Please see *Conditional Use Permit Findings* Section below for a discussion of the required findings for approval.

#### *Off-Site Parking for Employees*

As mentioned above, the subject property currently has a 16-space off-site recorded parking agreement with the adjacent property located at 4100 Newport Place. These off-site spaces are located on the 5<sup>th</sup> floor of the US Bank’s parking structure (Attachment No. PC7). The applicant has entered into a separate parking agreement for an additional 16 spaces at the same property, for a total of 32 spaces (Attachment No. PC8). These spaces will be used solely by the employees of the project and not by customers. The bank parking structure currently has approximately 99 surplus parking spaces that are available for lease. Pursuant to Section 20.40.100 of the Municipal Code, approval of a conditional use permit is required for a parking facility that is not located on the same site it is intended to serve. In addition to the standard conditional use permit findings discussed *Conditional Use Permit Findings* section of this report, the Planning Commission must also make each of the following findings:

1. *The parking facility is located within a convenient distance to the use it is intended to serve;*
2. *On-street parking is not being counted towards meeting parking requirements;*
3. *Use of the parking facility will not create undue traffic hazards or impacts in the surrounding area; and*
4. *The parking facility will be permanently available, marked, and maintained for the use it is intended to serve.*

The US Bank’s parking structure is located approximately 120 feet southwest of the property. It would take an employee approximately less than a minute to walk from the off-site parking structure according to *The Manual on Uniform Traffic Control Devices*



(MUTCD) which suggests four feet per second as a normal walking speed. Given the location of the parking spaces on the fifth floor of the parking structure, it would take an additional 3 to 4 minutes of elevator time, for a total of less than 5 minutes. This is considered a convenient distance for employee parking.

The use of the parking lot is not expected to create undue traffic hazards since the proposed project and off-site parking lot are located next to one another. This allows employees to walk across the subject property's parking lot, through a pedestrian walkway to the elevator of the parking structure, without crossing any street intersections. The parking structure is accessed through a keycard system and the applicant has agreed to provide their employees with the necessary keycards. The off-site parking spaces will be made available for the use by employees of the project on a daily basis, with no restriction on the hours of use.

According to the executed parking authorization and license agreement for the additional 16 spaces, the agreement will expire one year subsequent to the commencement date (the date in which the applicant receives a certificate of occupancy for the proposed development) and is subject to a month-to-month basis after the initial one-year period. It also states that the agreement will be void if the applicant does not secure the certificate of occupancy by June 1, 2012. If the agreement is not renewed, the applicant will be required to notify the Community Development Director who will establish a reasonable time for substitute parking to be provided or reduce the size of the tenant spaces or change the tenant mix (i.e., less restaurant) in proportion to the parking spaces lost, in accordance to Section 20.40.100.D (Loss of Off-Site Parking) of the Municipal Code.

*Conditional Use Permit Findings –Parking Structure, Parking Adjustments,  
Parking Management Plan, and Off-Site Parking*

Pursuant to Sections 20.40.070.B.3, 20.40.110.B.2, and 20.40.100 of the Zoning Code, a conditional use permit is required to modify the off-street parking requirements and to establish a parking management plan, and to allow for the use of off-site parking. Pursuant to Section 20.52.020.F of the Zoning Code, the Planning Commission must make the following findings in order to approve a conditional use permit:

1. *The use is consistent with the General Plan and any applicable specific plan;*
2. *The use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the Municipal Code;*
3. *The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity;*
4. *The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and*

5. *Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.*

The proposed project has a parking shortage of 13 spaces per the Municipal Code; 8 spaces by peak demand under a shared parking scenario within the project site or one space by peak demand under a shared parking scenario with the adjoining restaurant sites.

The proposed parking waiver is for the 13-space parking shortage. A parking management plan has been prepared to mitigate impacts associated with the reduction of required parking spaces. This plan has been reviewed and approved by the City's Traffic Engineer. The adjustment in parking requirements is justified as the shared parking analysis indicated that not all uses within the project will require the full allotment of parking spaces at the same time. Furthermore, when peak demand for parking within the shared lot exists, the parking management plan requires all employees to park off-site so use of the parking lot for patrons is maximized. The Traffic Engineer and Fire Department have reviewed the parking lot design including the proposed vehicle access onto MacArthur Boulevard and have determined that the parking lot design and new drive approach will function safely and will not prevent emergency vehicle access.

With regard to the off-site parking, the location of the off-site parking is convenient for the use of employee parking. It is not anticipated that the use of the off-site parking lot would create an undue traffic hazard. Since the off-site parking will be used by employees only, typical noise disturbances associated with restaurant patrons loitering in parking lots is not expected.

#### *Traffic Study - Traffic Phasing Ordinance*

Chapter 15.40 (Traffic Phasing Ordinance, or TPO) of the Municipal Code requires that a traffic study be prepared and findings be made prior to issuance of building permits if a proposed project will generate in excess of 300 average daily trips (ADT). For the purposes of preparing the traffic analysis for this project, the 13,525-square-foot commercial development was assumed to include 1,000 square feet of fast-food use, 4,000 square feet of high turn-over food uses, and 8,525 square feet of general commercial uses. Combined, this land use mix is forecast to generate a net increase of 942 trips per day, including 67 A.M. peak hour trips and 55 P.M. peak hour trips.

Pursuant to Section 15.04.030.A, the Planning Commission must make the following findings in order to approve the project:

1. *That a traffic study for the project has been prepared in compliance with this chapter and Appendix A.*
2. *That, based on the weight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection (B) can be made:*
  - 15.40.030.B.1 Construction of the project will be completed within 60 months of project approval; and*
  - 15.40.030.B.1(a) The project will neither cause nor make an unsatisfactory level of traffic service at any impacted intersection.*
3. *That the project proponent has agreed to make or fund the improvements, or make the contributions, that are necessary to make the findings for approval and to comply with all conditions of approval.*

A traffic study has been prepared by Kunzman Associates, Inc. under the supervision of the City Traffic Engineer pursuant to the TPO and its implementing guidelines (Attachment No. PC5).

A total of 12 primary intersections in the City were evaluated. The traffic study indicates that the project will increase traffic on 4 of the 12 study intersections by one percent (1%) or more during peak hour periods one year after the completion of the project and, therefore, these four intersections required further Intersection Capacity Utilization (ICU) analysis. Utilizing the ICU analysis specified by the TPO, the traffic study determined that the four primary intersections identified will continue to operate at satisfactory levels of service as defined by the Traffic Phasing Ordinance, and no mitigation is required.

Since implementation of the proposed project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City, no improvements or mitigation are necessary. Therefore, staff recommends that the Planning Commission find that the traffic study has been prepared in compliance with the TPO.

#### *Development Agreement*

Chapter 15.45 provides that development agreements shall be required in conjunction with City approval of a project that requires a Zoning Code amendment or other legislative act, and includes new non-residential development in Statistical Area L4 (Airport Area). The proposed project meets these parameters.

The development agreement provides a developer a vested right to proceed and complete a project without the uncertainty of future changes in policies or regulations. This factor is important with larger or long-term projects. A development agreement also allows the City greater latitude to advance local planning policies and it provides

flexibility in addressing project-related impacts that may occur in the future or those that might occur across jurisdiction boundaries.

The applicant requests a waiver of the requirement for a development agreement pursuant to the provisions of Section 15.45.020.C of the Municipal Code (Attachment No. PC9). This section provides that the City Council may waive the requirement for a development agreement, except for one required by General Plan Policy, if it finds one of the following:

- The legislative act is of a minor nature; or
- The project provides significant public benefits to the City; or
- The nature of the project is such that neither the City nor the developer would benefit from a development agreement.

The applicant has provided factors in support of each of the above findings that could justify a waiver of the requirement for a development agreement.

*Is the project a “minor legislative act?”*

The project is minor in nature because it consists of a transfer of 48 un-built hotel units from Hotel Site 2-B and 1,620 square feet from General Commercial Site 7 in the Newport Place Planned Community to be used as an increase of 5,525 in the square footage to newly created Commercial Site 8. The transfer of development rights onto the receiver site (the subject property) will not result in adverse traffic impacts. The donor sites and the receiver site are located within the same Land Use Statistical Area L4. The proposed transfer would be trip neutral as any increase in the peak hour generated by the receiver site would be deduced proportionally from the donor sites.

*Does the project “provide significant public benefits to the City?”*

The project would provide short-term employment opportunities in construction and long-term employment opportunities for approximately 20-30 employees on site. Further, vendors will be hired to maintain the property and landscaping. Approval of the project would help to maintain the City’s jobs-to-housing balance.

The project would generate additional sales and property tax for the City.

The project would accommodate the patrons that work in close proximity to the site who can walk to eat and shop and thereby not burden the road system. Further, the ingress and egress is vastly superior to the original project and will decrease vehicle miles traveled by lost patrons and vehicular confusion in the area.

The project would be adequately served by existing public facilities, infrastructure and services.

*Under what circumstances would neither the City nor the developer benefit from a development agreement due to the “nature of the project?”*

This finding can be made given the nature of the project in that it is small, no significant environmental impacts would be created, and adequate infrastructure presently exists.

Based on the preceding, staff believes neither the City nor the development would benefit from a development agreement due the nature of the project.

#### *Modification Permit*

In accordance with Section 20.52.050 (Modification Permits), the Planning Commission must also make the following findings for approval of a modification permit for deviations to the landscape development standards:

- 1. The requested modification will be compatible with existing development in the neighborhood;*
- 2. The granting of the modification is necessary due to the unique physical characteristic(s) of the property and/or structure, and/or characteristics of the use;*
- 3. The granting of the modification is necessary due to practical difficulties associated with the property and that the strict application of the Zoning Code results in physical hardships that are inconsistent with the purpose and intent of the Zoning Code;*
- 4. There are no alternatives to the Modification Permit that could provide similar benefits to the applicant with less potential detriment to surrounding owners and occupants, the neighborhood, or to the general public; and*
- 5. The granting of the modification would not be detrimental to public health, safety, or welfare to the occupants of the property, nearby properties, the neighborhood, or the City, or result in a change in density or intensity that would be inconsistent with the provisions of this Zoning Code.*

A modification permit is requested to deviate from the provision of one tree per each 25 linear feet along the south property line. Due to the lot configuration, Building B is located along the southern property line. The required secondary exits along the back side of this building prevent the placement of required landscaping. The proposed landscaping to be provided at the project site will be compatible with the adjacent properties and surrounding office and light industrial developments. Ground cover,

shrubs, and trees will be provided to enhance the aesthetics of the proposed development and seamlessly connect the property boundaries with adjoining sites. Sufficient landscaping consisting of ground cover, shrubs, and trees are being proposed and the strict application of the Planning Community Development Standards results in physical hardships to the proposed development in terms of site design and building placement. The provision of the required trees per the landscape development standards of PC-11 (Newport Place Planned Community) would result in a much narrower and less desirable building size and shape and would also reduce the length of the parking stalls and prevent the drive aisle to align with the driveway approaches. Staff, therefore, believes the findings for approval of the requested modification permit can be made.

#### Airport Land Use Commission

The project site is within the Airport Environs Land Use Plan (AELUP) Airport Planning Area. Projects that are located within the AELUP Airport Planning Area and that require a Zoning Code amendment are referred to the Orange County Airport Land Use Commission (ALUC) for a determination of consistency with AELUP prior to the adoption by the City. This process will be done in between the Planning Commission and City Council hearings.

#### Environmental Review

A Mitigated Negative Declaration (MND) has been prepared by planning staff, in accordance with the implementing guidelines of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and City Council Policy K-3. The MND is attached as Attachment PC10. A copy of the MND was also made available on the City's website, at each Newport Beach Public Library, and at the Community Development Department at City Hall.

The MND does not identify any component of the project that would result in a "potentially significant impact" on the environment per CEQA guidelines. However, the document does identify components of the project that would result in effects that are "less than significant with mitigation incorporated" with regard to the following three environmental categories: Cultural Resources, Geology and Soils, and Noise. Twelve (12) mitigation measures are identified in the Mitigation Monitoring and Reporting Program, which is attached as Exhibit A of Attachment No. PC1.

The MND was made available for public review for a 20-day comment period from July 15 to August 3, 2011. Staff has received comment letters from the California Cultural Resource Preservation Alliance, Airport Land Use Commission (Attachment No. PC11), and City of Irvine.

The California Cultural Resource Preservation Alliance has the following comments: 1) whether the donor site (Fletcher Jones Vehicle Storage Facility) is a part of the environmental analysis; 2) if a literature search of any recorded archaeological sites located at or near subject site has been conducted; and 3) whether adequate monitoring and provisions for cessation of work have been included should cultural remains be encountered. There would be no construction on the donor site as the transfer of development rights involves in the transfer of un-built hotel units and Section V.b of Cultural Resources (page 41) discussed the subject property's existing lack of any unknown archeological resources present and Mitigation Measure 5.1 has been included to ensure compliance with state historical guidelines.

The Airport Land Use Commission commented on the proposed building height as compared with the Notification Surface Height, whether the project is within the Obstruction Imaginary Surfaces for John Wayne Airport, whether the project would include heliports, and the need for a determination of consistency with AELUP prior to the adoption by the City.

A clarification to the MND is necessary in order to address whether the proposed project penetrates the Notification Surface Height and/or the Obstruction Imaginary Surface. The corrected Notification Surface Height at the subject property is 86 feet above mean sea level, not 206 feet above mean sea level as stated in the MND. The proposed building height is an approximately 79 feet above mean sea level (50 feet at the subject property + 29 feet of building height) and is therefore, below the Notification Surface Height by 7 feet.

The Obstruction Imaginary Surface height at the subject property is at 116 feet above mean sea level. The proposed development is at 79 feet at the top of the proposed building and is therefore, below the Obstruction Imaginary Surface height. In both cases, the proposed project does not penetrate the Notification Surface Height and/or the Obstruction Imaginary Surface criteria. The clarification does not alter nor change the outcome of the environmental analysis as the project does not penetrate the Notification Surface Height of 86 feet above mean sea level and the Obstruction Imaginary Surface for JWA of 116 feet above mean sea level.

City of Irvine recommended a built-out traffic analysis be prepared for 4 intersections that lie partially within the City of Irvine limits to determine if impacts/mitigations result from the project. The City Traffic Engineer considered the recommendation and determined such analysis is not required as the project does not include a general plan amendment request (i.e., to increase development intensity beyond what is being allowed within the Airport Area Statistical Area); and the Transfer of Development Right request would be a trip neutral as any increase in the peak hour traffic generated by the receiver site would be reduced proportionally by the donor sites.

Subsequent to the circulation of the MND, the applicant informed staff that Fletcher Jones Vehicle Storage Facility property could only honor the transfer of 48 un-built hotel units and the remaining needed square footage of 1,620 will be transferred from the Lexus Dealership property. The added donor property for the transfer of development rights will not result either in the creation of any new impacts or more severe impacts than those identified and described in the MND as the Lexus Dealership is located within the same Land Use Statistical Area L4, and there would be no increase in peak hour trips. Therefore, the analysis presented in the MND remains adequate and recirculation of the document is not required.

An Errata to the MND (Attachment No. PC12) has been prepared to address the above-mentioned changes. The Errata also includes changes to the Appendix I as to the references made regarding a general plan amendment request for the increase of the development limits for the subject property. A general plan amendment is not required as the application includes a transfer of development rights to allow for the increase of the development limits for the subject site.

### Summary

The proposed project implements the City's goal of redeveloping underperforming properties, and will redevelop and improve the property with a mixture of food uses and general commercial uses. The subject property would be limited to a total of 13,525 square feet of development, under a new zoning designation of General Commercial Site 8. The project complies with the development standards prescribed for General Commercial developments, with the exceptions of parking and landscaping requirements. The proposed transfer of development rights is in accordance to the Municipal Code.

The parking strategy for the project which requires an adjustment to the parking standards based on a shared parking arrangement with the adjacent properties and off-site parking arrangement to function is less than ideal, but within a reasonable solution. The traffic study prepared in compliance with the Traffic Phasing Ordinance concluded that the implementation of the proposed project will not require any improvements or mitigation as it will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City.

Staff believes the modification permit request can be supported due to the existing lot configuration and lay out of the proposed buildings and findings for approval can be made.

### Alternatives

Staff believes the findings for approval can be made and the facts in support of the required findings are presented in the draft resolution (Attachment No. PC1). The following



alternatives are available to the Planning Commission should they feel the facts are not in evidence of support for the project application:

1. The Planning Commission may suggest specific operational changes and/or reduction of square footage of the proposed development that are necessary to alleviate any concerns. If any additional requested changes are substantial, the item could be continued to a future meeting. Should the Planning Commission choose to do so, staff will return with a revised resolution incorporating new findings and/or conditions.
2. If the Planning Commission believes that there are insufficient facts to support the findings for approval, the Planning Commission should deny the application and provide facts in support of denial to be included in the attached draft resolution for denial (Attachment No. PC 2).

#### Public Notice

Notice of this hearing was published in the Daily Pilot, mailed to property owners within 300 feet of the property (excluding roads and waterways) and posted at the site a minimum of 10 days in advance of this hearing consistent with the Municipal Code. The environmental assessment process has also been noticed consistent with the California Environmental Quality Act. The Notice of Intent (NOI) to adopt the MND was mailed to property owners within 300 feet of the property (excluding roads and waterways), and posted at the site and at City Hall. Finally, the item appeared upon the agenda for this meeting, which was posted at City Hall and on the city website.

Prepared by:

  
Rosalinh Ung, Associate Planner

Submitted by:

  
Gregg Ramirez, Acting Planner Manager

#### ATTACHMENTS

- PC 1 Draft Resolution for Approval
- PC 2 Draft Resolution for Denial
- PC 3 Draft Planned Community Development Plan
- PC 4 Letters of Transfer of Development Rights
- PC 5 Traffic Impact Analysis (& Shared Parking Analysis) by Kunzman Associates, Inc.<sup>1</sup>
- PC 6 Parking Management Plan by Kunzman Associates, Inc.<sup>1</sup>
- PC 7 Reciprocal Parking and Maintenance Agreement for Existing Off-Site Parking
- PC 8 Parking Authorization and License Agreement for Additional Off-Site Parking
- PC 9 Waiver of Development Agreement
- PC 10 Initial Study/Mitigated Negative Declaration & Appendix #1<sup>1</sup>
- PC 11 Comment Letters

PC 12 Errata to the MND  
PC 13 Project plans

Note: <sup>1</sup>These attachments are not included in the staff report package due to their size and bulk. They are available at the City Hall in the offices of the Planning Division and online at: <http://www.newportbeachca.gov/index.aspx?page=1325>.

Tmplt: 11/23/09

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**Attachment No. PC 1**  
Draft Resolution for Approval

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH RECOMMENDING ADOPTION OF A MITIGATED NEGATIVE DECLARATION NO. MN2011-001, APPROVAL PLANNED COMMUNITY DEVELOPMENT PLAN AMENDMENT NO. PD2010-007, TRANSFER OF DEVELOPMENT RIGHTS NO. TD2010-002; CONDITIONAL USE PERMIT NO. 2011-026, MODIFICATION PERMIT NO. 2011-014, WAIVER OF DEVELOPMENT AGREEMENT, AND FINDING TRAFFIC STUDY NO. TS2011-002 IN COMPLIANCE WITH THE TRAFFIC PHASING ORDINANCE FOR A NEW COMMERCIAL DEVELOPMENT LOCATED AT 4221 DOLPHIN-STRIKER WAY (PA2010-135)

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Ridgeway/Whitney, Partnership, with respect to property located at 4221 Dolphin-Striker Way, and legally described as Parcel 1 of Portion of Lot 4 of Tract No. 7770, requesting approval of an amendment to the Newport Place (PC-11) Planned Community Development Plan to accommodate the development of two new commercial buildings of 13,525 square feet total. The following applications were requested or required in order to implement the project as proposed:
  - a) An amendment to Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from "Restaurant Site 1" to "General Commercial Site 8", pursuant to Chapters 20.56 (Planned Community District Procedures) and 20.66 (Amendments) of the Municipal Code.
  - b) A transfer of development rights to allow the transfer of 48 unbuilt hotel units, which equates to Storage Facility at 1301 Quail Street) and 1,620 square feet from General Commercial Site 7 (Lexus Dealership at 3901 MacArthur Boulevard) for a total of 5,529 square feet to the subject site, pursuant to Chapter 20.46 (Transfer of Development Rights) of the Municipal Code.
  - c) A traffic study approval pursuant to Chapter 15.40 (Traffic Phasing Ordinance) as the project will generate in excess 300 average daily trips (ADT).
  - d) A conditional use permit to modify the off-street parking requirements, allow for the use of off-site parking, and to establish a parking management plan for the site, pursuant to Chapter 20.40 (Off-Street Parking) of the Municipal Code.
  - e) A modification permit to deviate from the landscaping requirements of the Newport Place (PC-11) Planned Community Development Plan, pursuant to Section 20.52.050 of the Municipal Code.

- f) A waiver of the requirement for a development agreement pursuant to the provisions of Chapter 15.45 (Development Agreements) of the Municipal Code.
- 2. The subject property has zoning designation of Restaurant Site 1 of the Newport Place (PC-11) Planned Community Zoning District and the General Plan Land Use Element category is Mixed-Use Horizontal 2 ("MU-H2").
- 3. The subject property is not located within the coastal zone.
- 4. A public hearing was held on September 22, 2011, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting.

## SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

- 1. An Initial Study and Mitigated Negative Declaration have been prepared in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and City Council Policy K-3.
- 2. The draft Mitigated Negative Declaration (MND) was circulated for a 20-day public comment period beginning on July 15, 2011, and ending on August 3, 2011. The contents of the environmental document and comments on the document were considered by the Planning Commission in its review of the proposed project.
- 3. An Errata has been prepared which clarifies and augments data in the document in responses to comments including the added location of transfer of development rights to the subject property, and supports the conclusions reached in the draft MND. Consistent with CEQA Guidelines section 15073.5(c), recirculation of the MND is not required when new information is added to the MND which merely clarifies, amplifies, or makes insignificant modifications to the MND.
- 4. On the basis of the entire environmental review record, the proposed project, with mitigation measures, will have a less than significant impact upon the environment and there are no known substantial adverse affects on human beings that would be caused. Additionally, there are no long-term environmental goals that would be compromised by the project, nor cumulative impacts anticipated in connection with the project. The mitigation measures identified and incorporated in the Mitigation Monitoring and Reporting Program (MMRP) are feasible and will reduce the potential environmental impacts to a less than significant level.
- 5. The MND and MMRP attached as Exhibit "A" are hereby recommended for adoption by the City Council. The document and all material, which constitute the record upon which this decision for recommendation was based, are on file with the Planning Department, City Hall, 3300 Newport Boulevard, Newport Beach, California.

6. The Planning Commission finds that judicial challenges to the City's CEQA determinations and approvals of land use projects are costly and time consuming. In addition, project opponents often seek an award of attorneys' fees in such challenges. As project applicants are the primary beneficiaries of such approvals, it is appropriate that such applicants should bear the expense of defending against any such judicial challenge, and bear the responsibility for any costs, attorneys' fees, and damages which may be awarded to a successful challenger.

### SECTION 3. REQUIRED FINDINGS.

1. The subject property is located in Statistical Area L4 (Airport Area) and has a General Plan designation of Mixed-Use Horizontal 2 ("MU-H2"). The MU-H2 designation provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses. The proposed commercial development would be allowed as the proposed uses are ancillary and supportive to the existing nearby office and light industrial developments.
2. Chapter 20.46 (Transfer of Development Rights) of the Municipal Code requires the Planning Commission must also make the following findings for the approval of transfer of development rights:

Finding:

*A. The reduced density/intensity on the donor site provides benefits to the City.*

Facts in Support of Finding:

- A-1. The transfer of 48 hotel rooms from Hotel Site 2-B and 1,620 square feet from General Commercial Site 7 would result in a reduced intensity on the donor sites which also would result in a reduction of local vehicle trips and traffic congestion traffic, especially along North Bristol Street and MacArthur Boulevard.
- B-1. The proposed transfer allows the subject property to redevelop and improve with a mixture of food uses and general commercial uses.
- B. *The transfer of development rights will not result in any adverse traffic impacts and would not result in greater intensity than development allowed without the transfer and the proposed uses and physical improvements would not lend themselves to conversion to higher traffic generating uses.*
- C-1. The transfer of development rights onto the receiver site (the subject property) will not result in adverse traffic impacts as demonstrated in the Traffic Study prepared by Kunzman Associates, Inc. The transfer and the proposed uses of the receiver site would not lend themselves to conversion to higher traffic

generating uses since the subject property is currently approved for 7,996 square feet of food service use which is being reduced to a maximum of 5,000 square feet (4,000 square feet of high turnover restaurant use and 1,000 of fast food use). The remainder of the development will be allocated for general commercial uses. Furthermore, the donor sites and the receiver site are located within the same Land Use Statistical Area L4. The proposed transfer would be trip neutral as any increase in the peak hour generated by the receiver site would be deduced proportionally from the donor sites.

*C. The increased development potential transferred to the receiver site will be compatible and in scale with surrounding development and will not create abrupt changes in scale or character.*

D-1. The increase development potential transferred to the subject property will be compatible and in scale with the surrounding development as the proposed development will be single story, at 29 feet in height. The subject property is physically suitable for the new development and provides improved vehicular access to and from the site off of MacArthur Boulevard.

*D. The receiver site is physically suitable for the development proposed taking into consideration adjacent circulation patterns, protection of significant public views and open space, and site characteristics, including any slopes, submerged areas, and sensitive resources.*

D-1. The subject property will have a direct access to and from MacArthur Boulevard instead of the existing circuitous route from Dove Street or Corinthian Way. The site characteristics lend themselves to the development since all building setbacks are being respected and the overall development scale is in proportion to the immediate area.

3. Chapter 15.40 (Traffic Phasing Ordinance, or TPO) of the Municipal Code requires that a traffic study be prepared and findings be made prior to issuance of building permits if a proposed project will generate in excess of 300 average daily trips (ADT). For the purposes of preparing the traffic analysis for this project, the 13,525-square-foot commercial development was assumed to include 1,000 square feet of fast-food uses, 4,000 square feet of high turn-over food uses, and 8,525 square feet of general commercial uses. Combined, this land use mix is forecast to generate a net increase of 942 trips per day, including 67 a.m. peak hour trips and 55 p.m. peak hour trips. Pursuant to Section 15.04.030.A, the Project shall not be approved unless certain findings can be made. The following findings and facts in support of such findings are set forth:

Finding:

- A. *That a traffic study for the project has been prepared in compliance with this chapter and Appendix A.*

Facts in Support of Finding:

- A-1. A traffic study, entitled "4221 Dolphin Striker Project Traffic Impact Analysis (Revised)" dated May 31, 2011, was prepared by Kunzman Associated, Inc. under the supervision of the City Traffic Engineer.

Finding:

- B. *That based on the weight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection (B) can be made:*

*15.40.030.B.1 Construction of the project will be completed within 60 months of project approval; and*

*15.40.030.B.1(a) The project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection.*

Facts in Support of Finding:

- B-1. Construction of the Project is anticipated to be completed in 2012. If the Project is not completed within sixty (60) months of this approval, preparation of a new traffic study will be required.
- B-2. The traffic study indicates that the Project will increase traffic on 4 of the 12 study intersections in the City of Newport Beach by one percent (1%) or more during peak hour periods one year after the completion of the Project.
- B-3. Utilizing the Intersection Capacity Utilization (ICU) analysis specified by the Traffic Phasing Ordinance, the traffic study determined that the four primary intersections identified will operate at LOS "C" or better during the AM and PM peak hours, and no mitigation is required.
- B-4. Based on the weight of the evidence in the administrative record, including the traffic study, the implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach.



Finding:

- C. *That the project proponent has agreed to make or fund the improvements, or make the contributions, that are necessary to make the findings for approval and to comply with all conditions of approval.*

Facts in Support of Finding:

- C-1. Since implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City of Newport Beach, no improvements or mitigations are necessary.
4. A total of 104 parking spaces are required for the proposed development per the Municipal Code. The applicant proposes a total of 91 spaces (32 off-site and 59 on-site), which results in a parking shortage of 13 spaces. Section 20.40.110.B.2 of the Municipal Code allows required off-street parking to be reduced with the approval of a conditional use permit for joint use of parking facilities. Additionally, Pursuant to Section 20.40.100 of the Municipal Code, approval of a conditional use permit is required for a portion of required parking that is not located on the same site it is intended to serve. In accordance with Section 20.40.100.B (Off-Site Parking) of the Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

- A. *The parking facility is located within a convenient distance to the use it is intended to serve.*

Facts in Support of Finding:

- A-1. The subject property currently has a 16-space off-site recorded parking agreement with the adjacent property located at 4100 Newport Place. These off-site spaces are located on the 5<sup>th</sup> floor of the US Bank's parking structure. The applicant has entered into a separate parking agreement for an additional 16 spaces at the same property, for a total of 32 spaces. These spaces will be used solely by the employees of the project and not by customers. The US Bank's parking structure is located approximately 120 feet southwest of the property. It would take an employee approximately less than a minute to walk from the off-site parking structure according to The *Manual on Uniform Traffic Control Devices* (MUTCD) which suggests four feet per second as a normal walking speed. Given the location of the parking spaces on the fifth floor of the parking structure, it would take an additional 3 to 4 minutes of elevator time, for a total of less than 5 minutes. This is considered a convenient distance for employee parking.

Finding:

*B. On-street parking is not being counted towards meeting parking requirements.*

Facts in Support of Finding:

B-1. On-street parking spaces do not exist within close proximity of the project site and are not being used towards meeting the parking requirements of the project.

Finding:

*C. Use of the parking facility will not create undue traffic hazards or impacts in the surrounding area.*

Facts in Support of Finding:

C-1. The use of the parking lot will not create an undue traffic hazard as the proposed project and subject off-site parking lot are located next to one another. This allows employees to walk across the subject property's parking lot, through a pedestrian walkway to the elevator of the parking structure, without crossing any street intersection. The parking structure is accessed through a keycard system and the applicant has agreed to provide their employees with the necessary keycards. Since the off-site parking will be used by employees only, typical noise disturbances associated with restaurant patrons loitering in parking lots is not expected.

Finding:

*D. The parking facility will be permanently available, marked, and maintained for the use it is intended to serve.*

Facts in Support of Finding:

D-1. The off-site parking spaces will be made available for the use of employees of the project on a daily basis, with no restriction on the hours of use. According to the executed parking authorization and license agreement, the agreement will expire one year subsequent to the commencement date (the date in which the applicant receives a certificate of occupancy for the proposed development) and is subject to a month-to-month basis. It also stated that the agreement will be void if the applicant does not secure the certificate of occupancy by June 1, 2012. If the agreement is not renewed and the applicant loses the ability to provide parking on the lot, the applicant will be required to notify the Community Development Director who will establish a reasonable time for substitute parking to be provided or reduce the size of the tenant spaces or change the tenant mix (i.e. less restaurant) in proportion to the parking spaces lost.

5. Pursuant to Sections 20.40.100 (Off-Site Parking) and 20.40.110.B.2 (Reduction of Required Off-Street Parking) of the Municipal Code, a conditional use permit is required to allow a portion of required parking that is not located on the same site it is intended to serve and to modify the off-street parking requirements and to establish a parking management plan. In accordance with Section 20.52.020.F of the Municipal Code, the following findings and facts in support of such findings are set forth:

Finding:

- A. *The use is consistent with the General Plan and any applicable specific plan.*

Facts in Support of Finding:

- A-1. The proposed commercial development and uses are consistent with MU-H2 General Plan land use designation. An amendment to the Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from Restaurant Site 1 to General Commercial Site 8 would allow general commercial uses in addition to food service uses.

Finding:

- B. *The use is allowed within the applicable zoning district and complies with all other applicable provisions of this Zoning Code and the Municipal Code.*

Facts in Support of Finding:

- B-1. With the approval an amendment to the Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from Restaurant Site 1 to General Commercial Site 8, the proposed general commercial and food service uses would be consistent with the zoning designation and development standards of General Commercial.

Finding:

- C. *The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity.*

Facts in Support of Finding:

- C-1. The project includes conditions of approval to ensure that potential conflicts are minimized to the greatest extent possible. As conditions of approval, the proposed development would be restricted to a total of 5,000 square feet of food service uses. Of that, 1,000 square feet would be allocated for a fast-food service use. The remaining 8,525 square feet would be allocated for general commercial uses as allowed for General Commercial Sites per the Newport Place Planned Community Development Plan. Furthermore, the hours of general commercial

uses would be restricted not to open during the 7:00 to 9:00 morning (AM) peak hour, daily.

- C-2. The proposed project has a parking shortage of 13 spaces per the Municipal Code; 8 spaces by peak demand under a shared parking scenario within the project site and one space by peak demand under a shared parking scenario with the adjoining restaurant sites. A parking management plan has been prepared to mitigate impacts associated with the reduction in the number of required parking spaces per the Municipal Code. This plan has been reviewed and approved by the City's Traffic Engineer. The off-site parking spaces will be made available for the use of employees of the project on a daily basis, with no restriction on the hours of use.
- C-3. The project's location, surrounded by existing retail commercial, office and light industrial developments, is appropriate given the proposed uses are to be compatible and supportive to the surrounding uses. The proposed development would not result in negative impacts to adjacent properties as a result of traffic, parking or noise.

Finding:

- D. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities.*

Facts in Support of Finding:

- D-1. Adequate public and emergency vehicle access, public services, and utilities are provided to the subject property. The proposed development will comply with all Building, Public Works, and Fire Codes. All ordinances of the City and all conditions of approval will be complied with.

Finding:

- E. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.*

Facts in Support of Finding:

- E-1. The project complies with the development standards prescribed for General Commercial developments, with the exceptions of parking and landscaping requirements.

E-2. The proposed development has been reviewed and includes conditions of approval to ensure that potential conflicts with the surrounding land uses are minimized to the greatest extent possible.

6. In accordance with Section 20.52.050 (Modification Permits), the Planning Commission must make the following findings for approval of a modification permit:

Finding:

A. *The requested modification will be compatible with existing development in the neighborhood.*

Facts in Support of Finding:

A-1. The proposed landscaping to be provided at the project site will be compatible with the adjacent properties and surrounding office and light industrial developments. The proposed ground cover, shrubs, and trees will be provided to enhance the aesthetics of the newly proposed development and seamlessly connect the property boundaries with adjoining sites.

Finding:

B. *The granting of the modification is necessary due to the unique physical characteristic(s) of the property and/or structure, and/or characteristics of the use.*

Facts in Support of Finding:

B-1. One tree per 25 lineal feet of the interior south property line is not provided due to the existing lot configuration. It is logical for the proposed development to be designed and located along the south property line and the needs of providing secondary exits along the back side of this building prevent the provisions of required landscaping.

Finding:

C. *The granting of the modification is necessary due to practical difficulties associated with the property and that the strict application of the Zoning Code results in physical hardships that are inconsistent with the purpose and intent of the Zoning Code.*

Facts in Support of Finding:

C-1. Sufficient landscaping consisting of ground cover, shrubs, and trees are being proposed in conjunction with the new development that meets the intent of the Planned Community Development Standards. The strict application of the Planning Community Development Standards would require reconfiguration of

the project and result in physical hardships to the proposed development in terms of site design and building placement.

Finding:

- D. There are no alternatives to the Modification Permit that could provide similar benefits to the applicant with less potential detriment to surrounding owners and occupants, the neighborhood, or to the general public.*

Facts in Support of Finding:

- D-1. The provision of the required trees per the landscape development standards of PC-11 (Newport Place Planned Community) would result in a much narrower and less desirable building size and shape and would also reduce the length of the parking stalls and prevent the drive aisle to align with the driveway approaches.
- E. *The granting of the modification would not be detrimental to public health, safety, or welfare to the occupants of the property, nearby properties, the neighborhood, or the City, or result in a change in density or intensity that would be inconsistent with the provisions of this Zoning Code.*

Facts in Support of Finding:

- E-1. The deviation from the landscape development standards will not result in any detriment to public health, safety, or welfare. The landscaping deviation will not change the density or intensity of the proposed development.

SECTION 4. DECISION.

**NOW, THEREFORE, BE IT RESOLVED:**

1. The Planning Commission of the City of Newport Beach does hereby find, on the basis of the whole record, that there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis. The Planning Commission hereby recommends that the City Council adopt Mitigated Negative Declaration and Errata, including the Mitigation Monitoring and Reporting Program attached as Exhibit "A". The document and all material, which constitute the record upon which this decision was based, are on file with the Planning Department, City Hall, 3300 Newport Boulevard, Newport Beach, California.
2. The proposed development complies with the Traffic Phasing Ordinance, based on the weight of the evidence in the administrative record, including Traffic Study No. TS2011-002.

3. The Planning Commission of the City of Newport Beach does hereby recommend that the City Council approve Planned Community Text Amendment No. PD2010-007, Transfer of Development Rights No. TD2010-002, Conditional Use Permit No. UP2011-026, and Modification Permit No. MN2011-014, and waive the requirement for a Development Agreement, subject to the conditions set forth in Exhibit B.

**PASSED, APPROVED AND ADOPTED THIS 22<sup>nd</sup> DAY OF SEPTEMBER, 2011.**

AYES:

NOES:

ABSTAIN:

ABSENT:

BY: \_\_\_\_\_  
Charles Unsworth, Chairman

BY: \_\_\_\_\_  
Bradley Hillgren, Secretary

**EXHIBIT "A"**

**MACARTHUR AT DOLPHIN-STRIKER PROJECT  
MITIGATION MONITORING PROGRAM  
CITY OF NEWPORT BEACH**

<b>Mitigation Measure</b>	<b>Phase of Implementation</b>	<b>Responsible Monitoring Party</b>	<b>Completion Date/Initials</b>
<b>Cultural Resources</b>			
5.1. The project applicant shall have a qualified professional archaeologist on site to monitor for any potential impacts to archaeological or historic resources throughout the duration of any demolition and ground disturbing activities. The professional archeologist shall have the authority to halt any activities adversely impacting potentially significant cultural resources until the resources can be formally evaluated. The archaeologist must have knowledge of both prehistoric and historical archaeology. Additionally, the archaeological monitoring program shall include the presence of a local Native American representative (Gabrielino and/or Juaneno). Resources must be recovered, analyzed in accordance with CEQA guidelines, and curated. Suspension of ground disturbance in the vicinity of the discoveries shall not be lifted until the archaeologist has evaluated discoveries to assess whether they are classified as historical resources or unique archaeological sites, pursuant to CEQA.	During construction	City of Newport Beach Community Development Department	
5.2. The project applicant shall retain a qualified professional paleontologist for periodic monitoring for any potential impacts to paleontological resources throughout the duration of ground disturbing activities. In the event paleontological resources are uncovered, the professional paleontologist shall have the authority to halt any activities adversely impacting potentially significant fossil resources until the resources can be formally evaluated. If potentially significant fossils are uncovered they must be recovered, analyzed in accordance with CEQA guidelines, and curated at facilities at the Natural History Museum of Los Angeles County, or other scientific institution accredited for curation and collection of fossil specimens. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the paleontologist has evaluated the significance of the resources pursuant to CEQA.	During construction	City of Newport Beach Community Development Department	
<b>Geology And Soils</b>			
6.1. Prior to issuance of grading permits, a detailed design-engineering-level geotechnical investigation report shall be prepared and submitted with engineered grading plans to further evaluate	Prior to issuance of grading permits	City of Newport Beach Community Development	



expansive soils, soil corrosivity, settlement, foundations, grading constraints, and other soil engineering design conditions, and to provide site-specific recommendations to address these conditions, if determined necessary. The engineering-level report shall include and address each of the recommendations included in the geotechnical reports prepared by Strata-Tech, Inc. (Appendix B). The geotechnical reports shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. Geotechnical rough grading plan review reports shall be prepared in accordance with the City of Newport Beach Grading Ordinance.		Department	
<b>Noise</b>			
12.1. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.	During Construction	City of Newport Beach Community Development Department	
12.2. All mobile and fixed noise-producing equipment used on the proposed project that is regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of project activity.	During Construction	City of Newport Beach Community Development Department	
12.3. Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible.	During Construction	City of Newport Beach Community Development Department	
12.4. Mobile noise-generating equipment and machinery shall be shut off when not in use.	During Construction	City of Newport Beach Community Development Department	
12.5. Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practical from noise-sensitive receptors.	During Construction	City of Newport Beach Community Development Department	
12.6. Construction site and access road speed limits shall be established and enforced during the construction period.	During Construction	City of Newport Beach Community Development Department	
12.7. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.	During Construction	City of Newport Beach Community Development Department	

12.8. No project-related public address or music system shall be audible at any adjacent receptor.	During Construction	City of Newport Beach Community Development Department	
12.9. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the project proponent shall be established prior to construction commencement that shall allow for resolution of noise problems that cannot be immediately solved by the site supervisor.	During Construction	City of Newport Beach Community Development Department	

**EXHIBIT "B"**

**CONDITIONS OF APPROVAL**

*(Project-specific conditions are in italics)*

**PLANNING**

1. *The development shall be in substantial conformance with the approved site plan, floor plans and building elevations stamped and dated with the date of this approval. (Except as modified by applicable conditions of approval.)*
2. *A covenant or other legally binding agreement approved by the City Attorney shall be recorded against the donor sites located at 1301 Quail Street and 3901 MacArthur Boulevard assuring that all of the requirements of the transfer of development rights shall be met by the current and future property owners.*
3. *Conditional Use Permit No. UP2011-026 and Modification Permit No. MN2011-014 shall expire unless exercised within 24 months from the date of approval as specified in Section 20.91.050 of the Newport Beach Municipal Code, unless an extension is otherwise granted.*
4. *Uses shall be permitted, or conditionally permitted, within the project consistent with the provisions of the Zoning Code, so long as they do not increase the approved traffic generation for the project (TS2011-002).*
5. *Required parking for this project has been determined based on documentation and a number of assumptions, including:*
  - a. *The shared parking analysis as a part of the Traffic Impact Analysis, prepared by Kunzman Associates, Inc., dated May 31, 2011;*
  - b. *A limitation that the maximum Net Public Area (NPA) of the 4,000 square feet high turn-over eating and drinking uses be limited to 2,000 square feet with a parking demand of 1 space per 40 square feet of NPA;*
  - c. *The fast-food service uses be limited to 1,000 gross square feet with a parking demand of 1 space per 50 gross square feet;*
  - d. *The general commercial uses be limited to 8,325 net square feet proposed floor area with a parking demand of 1 space per 250 net square feet; and*
  - e. *The allowed hours of operation for general commercial uses is from 9:00 a.m. to 7:00 p.m., daily.*

*Any changes to the assumed tenant mix or changes in the type of food use that would increase parking demands may require the preparation of a new shared parking analysis to ensure that adequate parking can be provided on-site and at the approved off-site parking location, and shall be subject to the review and approval of the Community Development Department.*

6. *A total of 59 parking spaces shall be provided on-site and 32 parking spaces shall be provided off-site at 4100 Newport Place, for a total of 91 parking spaces, as illustrated on the approved plans and parking management plan for the project.*
7. *A parking agreement, which guarantees the long term availability of 16 off-site parking spaces for the use located at 4100 Newport Place for a total of 32 spaces, shall be recorded with the County Recorder's Office. The agreement shall be in a form approved by the City Attorney and Community Development Director.*
8. *In the event of loss of on-site parking, the applicant shall be required to notify the Community Development Director who will establish a reasonable time for substitute parking to be provided or reduce the size of the tenant spaces or change the tenant mix (i.e. less restaurant) in proportion to the parking spaces lost, in accordance to Section 20.40.100.D (Loss of Off-Site Parking) of the Municipal Code.*
9. *Any minor changes to the parking management plan shall be reviewed and approved by the Community Development Director and City Traffic Engineer prior to implementation. Significant changes may require an amendment to this Conditional Use Permit.*
10. *All employees are required to park off-site at a parking structure located at 4100 Newport Place, unless otherwise approved by the Community Development Director and may require an amendment to this Conditional Use Permit.*
11. *The hours of operation for the general commercial uses shall not commence before 9:00 a.m., daily.*
12. *The project is subject to all applicable City ordinances, policies, and standards, unless specifically waived or modified by the conditions of approval.*
13. *The applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for revocation of Conditional Use Permit No. UP2011-026 and Modification Permit No. MN2011-014.*
14. *Any change in operational characteristics, hours of operation, expansion in area, or other modification to the approved plans, shall require an amendment to Conditional Use Permit No. UP2011-026, and/or Modification Permit No. MN2011-014 or the processing of new permits.*
15. *All landscape materials and landscaped areas shall be installed and maintained in accordance with the approved landscape plan. All landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning,*

*fertilizing, mowing and trimming. All landscaped areas shall be kept free of weeds and debris. All irrigation systems shall be kept operable, including adjustments, replacements, repairs, and cleaning as part of regular maintenance.*

16. Should this business be sold or otherwise come under different ownership, any future owners or assignees shall be notified in writing of the conditions of this approval by the current owner or leasing company.
17. This Conditional Use Permit and Modification Permit may be modified or revoked by the City Council or Planning Commission should they determine that the proposed development, uses, and/ or conditions under which it is being operated or maintained is detrimental to the public health, welfare or materially injurious to property or improvements in the vicinity or if the property is operated or maintained so as to constitute a public nuisance.
18. Prior to the issuance of a building permit the applicant shall submit a landscape and irrigation plan prepared by a licensed landscape architect. These plans shall incorporate drought tolerant plantings and water efficient irrigation practices, and the plans shall be approved by the Planning Division and the Municipal Operations Department. All planting areas shall be provided with a permanent underground automatic sprinkler irrigation system of a design suitable for the type and arrangement of the plant materials selected. The irrigation system shall be adjustable based upon either a signal from a satellite or an on-site moisture-sensor. Planting areas adjacent to vehicular activity shall be protected by a continuous concrete curb or similar permanent barrier. Landscaping shall be located so as not to impede vehicular sight distance to the satisfaction of the Traffic Engineer.
19. Prior to the final of building permits the applicant shall schedule an inspection by the Planning Division to confirm that all landscaping was installed in accordance with the approved plan.
20. Reclaimed water shall be used whenever available, assuming it is economically feasible.
21. Water leaving the project site due to over-irrigation of landscape shall be minimized. If an incident such as this is reported, a representative from the Code Enforcement Division shall visit the location, investigate, inform and notice the responsible party, and, as appropriate, cite the responsible party and/or shut off the irrigation water.
22. Watering shall be done during the early morning or evening hours (between 4:00 p.m. and 9:00 a.m.) to minimize evaporation the following morning.
23. All leaks shall be investigated by a representative from the Code Enforcement Division and the property owner or operator shall complete all required repairs.
24. Water shall not be used to clean paved surfaces such as sidewalks, driveways, parking areas, etc. except to alleviate immediate safety or sanitation hazards.

25. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code. The maximum noise shall be limited to no more than depicted below for the specified time periods unless the ambient noise level is higher:

	Between the hours of 7:00AM and 10:00PM		Between the hours of 10:00PM and 7:00AM	
Location	Interior	Exterior	Interior	Exterior
Residential Property	45dBA	55dBA	40dBA	50dBA
Residential Property located within 100 feet of a commercial property	45dBA	60dBA	45dBA	50dBA
Mixed Use Property	45dBA	60dBA	45dBA	50dBA
Commercial Property	N/A	65dBA	N/A	60dBA

26. Prior to the issuance of a building permit the applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.
27. Construction activities shall comply with Section 10.28.040 of the Newport Beach Municipal Code, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.
28. No outside paging system shall be utilized in conjunction with this project.
29. All trash shall be stored within the building or within dumpsters stored in the trash enclosure (three walls and a self-latching gate) or otherwise screened from view of neighboring properties, except when placed for pick-up by refuse collection agencies. The trash enclosure shall have a decorative solid roof for aesthetic and screening purposes.
30. Trash receptacles for patrons shall be conveniently located both inside and outside of the establishment, however, not located on or within any public property or right-of-way.
31. The exterior of the business shall be maintained free of litter and graffiti at all times. The owner or operator shall provide for daily removal of trash, litter debris and graffiti from the premises and on all abutting sidewalks within 20 feet of the premises.
32. The applicant shall ensure that the trash dumpsters and/or receptacles are maintained to control odors. This may include the provision of either fully self-contained dumpsters or periodic steam cleaning of the dumpsters, if deemed necessary by the Planning Division. Cleaning and maintenance of trash dumpsters shall be done in compliance with the provisions of Title 14, including all future amendments (including Water Quality related requirements).

33. Deliveries and refuse collection for the facility shall be prohibited between the hours of 10:00 p.m. and 8:00 a.m., daily, unless otherwise approved by the community Development Director, and may require an amendment to this Conditional Use Permit.
34. Storage outside of the building or within the parking lot of the property shall be prohibited, with the exception of the required trash container enclosure.
35. A Special Events Permit is required for any event or promotional activity outside the normal operational characteristics of the approved use, as conditioned, or that would attract large crowds, involve the sale of alcoholic beverages, include any form of on-site media broadcast, or any other activities as specified in the Newport Beach Municipal Code to require such permits.
36. All proposed signs shall be in conformance with the provision of Chapter 20.42 of the Newport Beach Municipal Code and shall be approved by the City Traffic Engineer if located adjacent to the vehicular ingress and egress.
37. The final location of the signs shall be reviewed by the City Traffic Engineer and shall conform to City Standard 110-L to ensure that adequate sight distance is provided.
38. Lighting shall be in compliance with applicable standards of the Zoning Code. Exterior on-site lighting shall be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent sites or create a public nuisance. "Walpak" type fixtures are not permitted. Parking area lighting shall have zero cut-off fixtures.
39. The site shall not be excessively illuminated based on the outdoor lighting standards contained within Section 20.30.070 of the Zoning Code, or, if in the opinion of the Community Development Director, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Community Development Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.
40. Prior to the issuance of a building permit the applicant shall prepare photometric study in conjunction with a final lighting plan for approval by the Planning Division. The survey shall show that lighting values are "1" or less at all property lines.
41. Prior to issuance of the certificate of occupancy or final of building permits the applicant shall schedule an evening inspection by the Code Enforcement Division to confirm control of all lighting sources.
42. A covered wash-out area for refuse containers and kitchen equipment, with minimum useable area dimensions of 36-inches wide, 36-inches deep and 72-inches high, shall be provided for all food uses, and the area shall drain directly into the sewer system, unless otherwise approved by the Building Official and Public Works Director in conjunction with the approval of an alternate drainage plan.

43. Kitchen exhaust fans for all food uses shall be installed/maintained in accordance with the Uniform Mechanical Code. The issues with regard to the control of smoke and odor shall be directed to the South Coast Air Quality Management District.
44. The exhaust systems for any food uses shall be installed with pollution control units to filter and control odors.
45. The construction and equipment staging area shall be located in the least visually prominent area on the site and shall be properly maintained and/or screened to minimize potential unsightly conditions.
46. A six-foot-high screen and security fence shall be placed around the construction site during construction.
47. Construction equipment and materials shall be properly stored on the site when not in use.
48. To the fullest extent permitted by law, applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of the MacArthur at Dolphin-Striker project including, but not limited to, Planned Community Text Amendment No. PD2010-007, Transfer of Development Rights No. TD2010-002, Conditional Use Permit No. UP2011-026, Modification Permit No. MN2011-014, Traffic Study No. TS2011-002 and/or the City's related California Environmental Quality Act determinations, the certification of the Mitigated Negative Declaration and/or the adoption of a Mitigation Monitoring Program for the project. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

#### **Fire Department Conditions**

49. Automatic fire sprinklers shall be required for any structure that exceeds 5,000 square feet regardless of occupancy. Additionally, food service uses shall require fire sprinklers when fire area has an occupant load of 100 or more. The sprinkler system shall be monitored by a UL certified alarm service company.



**Building Division Conditions**

50. The applicant is required to obtain all applicable permits from the City's Building Division and Fire Department. The construction plans must comply with the most recent, City-adopted version of the California Building Code. The construction plans must meet all applicable State Disabilities Access requirements. Approval from the Orange County Health Department is required prior to the issuance of a building permit.
51. Prior to the issuance of grading permits a Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) to comply with the General Permit for Construction Activities shall be prepared, submitted to the State Water Quality Control Board for approval and made part of the construction program. The project applicant will provide the City with a copy of the NOI and their application check as proof of filing with the State Water Quality Control Board. This plan will detail measures and practices that will be in effect during construction to minimize the project's impact on water quality.
52. Prior to issuance of grading permits the applicant shall prepare and submit a Water Quality Management Plan (WQMP) for the proposed project, subject to the approval of the Building Division and Code and Water Quality Enforcement Division. The WQMP shall provide appropriate Best Management Practices (BMPs) to ensure that no violations of water quality standards or waste discharge requirements occur.
53. A list of "good house-keeping" practices will be incorporated into the long-term post-construction operation of the site to minimize the likelihood that pollutants will be used, stored or spilled on the site that could impair water quality. These may include frequent parking area vacuum truck sweeping, removal of wastes or spills, limited use of harmful fertilizers or pesticides, and the diversion of storm water away from potential sources of pollution (e.g., trash receptacles and parking structures). The Stage 2 WQMP shall list and describe all structural and non-structural BMPs. In addition, the WQMP must also identify the entity responsible for the long-term inspection, maintenance, and funding for all structural (and if applicable Treatment Control) BMPs.
54. The applicant shall comply with SCAQMD Rule 403 requirements as follows:

**Land Clearing/Earth-Moving**

- a. Exposed pits (i.e., gravel, soil, dirt) with five percent or greater silt content shall be watered twice daily, enclosed, covered, or treated with non-toxic soil stabilizers according to manufacturers' specifications.
- b. All other active sites shall be watered twice daily.
- c. All grading activities shall cease during second stage smog alerts and periods of high winds (i.e., greater than 25 mph) if soil is being transported to off-site locations and cannot be controlled by watering.

- d. All trucks hauling dirt, sand, soil, or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer).
- e. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- f. All vehicles on the construction site shall travel at speeds less than 15 mph.
- g. All diesel-powered vehicles and equipment shall be properly operated and maintained.
- h. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five minutes.
- j. The construction contractor shall utilize electric or natural gas-powered equipment instead of gasoline or diesel-powered engines, where feasible.

#### Paved Roads

- k. All construction roads internal to the construction site that have a traffic volume of more than 50 daily trips by construction equipment, or 150 total daily trips for all vehicles, shall be surfaced with base material or decomposed granite, or shall be paved.
- l. Streets shall be swept hourly if visible soil material has been carried onto adjacent public paved roads.
- m. Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

#### Unpaved Staging Areas or Roads

- n. Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

#### **Public Works Conditions**

- 55. The existing OCSD easement along MacArthur Boulevard frontage shall be shown on plans. Any encroachment (wall, stairs and ADA ramps) within the existing OCSD easement requires approval from OCSD. The applicant shall provide said approval as part of the plan check process.
- 56. The parking lot layout plan shall be fully dimensioned. All parking spaces within the project site shall have a minimum of 26 feet of back up area/drive aisle. The parking

layout shall comply with City Standard STD-805-L-A and STD-805-L-B. The centerlines of the drive aisles that straddle the adjacent properties shall match. If the entire site (all 3 properties) is planned to be restriped, the entire site shall comply with City Standard STD-805-L-A and STD-805-L-B.

57. Prior to issuance of building permits, a signage and striping parking lot plan shall be submitted for review and approval.
58. The proposed project is required to stripe a 120-foot minimum dedicated right-turn lane into the project site along southbound MacArthur Boulevard. The travel lane adjacent to the new right-turn lane shall be 12-foot wide minimum. The applicant shall provide plans showing the proposed striping on MacArthur Boulevard.
59. New sidewalk, curb, gutter and driveway approach shall be installed along the MacArthur Boulevard and Dolphin Striker Way project frontage per the applicable City standards. The applicant may be required to provide a sidewalk easement along the driveway approach along MacArthur Boulevard if an ADA compliant path of travel can not be accommodate across the driveway approach.
60. The proposed project shall modify the southbound MacArthur Boulevard left turn pocket at the MacArthur Boulevard/Von Karman Avenue-Newport Place Drive intersection and restriping MacArthur Boulevard to accommodate the left turn access into the site. The design shall maintain a minimum left turn pocket length of 270 feet at the southbound MacArthur Boulevard/Von Karman Avenue-Newport Place Drive intersection with a transition length of 140 feet minimum. The transition length at the proposed left turn into the driveway shall be 120 feet minimum. The buffer between the two left turn pockets shall be a minimum of 50 feet. The applicant shall provide plans showing the proposed striping on MacArthur Boulevard.
61. All improvements shall be constructed as required by Ordinance and the Public Works Department.
62. An encroachment permit is required for all work activities within the public right-of-way.
63. In case of damage done to public improvements within the public right-of-way surrounding the development site by the private construction, additional reconstruction within the public right-of-way may be required at the discretion of the Public Works Inspector.
64. All on-site drainage shall comply with the latest City Water Quality requirements.
65. All improvements shall comply with the City's sight distance requirement. See City Standard 110-L.
66. Traffic circulation and signage is subject to further review by the City Traffic Engineer.

67. County Sanitation District fees shall be paid prior to the issuance of any building permits.

**Mitigation Measures**

68. *The applicant shall comply with all mitigation measures and standard conditions contained within the approved Mitigation Monitoring and Reporting Program of the adopted Mitigated Negative Declaration (Exhibit A) for the project.*

## **Attachment No. PC 2**

Draft Resolution for Denial

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH DENYING WITHOUT PREJUDICE PLANNED COMMUNITY DEVELOPMENT PLAN AMENDMENT NO. PD2010-007, TRANSFER OF DEVELOPMENT RIGHTS NO. TD2010-002; CONDITIONAL USE PERMIT NO. 2011-026, MODIFICATION PERMIT NO. 2011-014, AND TRAFFIC STUDY NO. TS2011-002 FOR A NEW COMMERCIAL DEVELOPMENT LOCATED AT 4221 DOLPHIN-STRIKER WAY (PA2010-135)**

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Ridgeway/Whitney, Partnership, with respect to property located at 4221 Dolphin-Striker Way, and legally described as Parcel 1 of Portion of Lot 4 of Tract No. 7770, requesting approval of an amendment to the Newport Place (PC-11) Planned Community Development Plan to accommodate the development of two new commercial buildings of 13,525 square feet total. The following applications are requested in order to implement the project as proposed:
  - a) An amendment to Newport Place (PC-11) Planned Community Development Plan to change the zoning designation of the subject property from "Restaurant Site 1" to "General Commercial Site 8", pursuant to Chapters 20.56 (Planned Community District Procedures) and 20.66 (Amendments) of the Municipal Code.
  - b) A transfer of development rights to allow the transfer of 48 unbuilt hotel units, which equates to an approximately 3,909 square feet of specialty retail, from Hotel Site 2-B (Fletcher Jones Vehicle Storage Facility at 1301 Quail Street) and 1,620 square feet from General Commercial Site 7 (Lexus Dealership at 3901 MacArthur Boulevard) for a total of 5,529 square feet to the subject site, pursuant to Chapter 20.46 (Transfer of Development Rights) of the Municipal Code.
  - c) A traffic study approval pursuant to Chapter 15.40 (Traffic Phasing Ordinance) as the project will generate in excess 300 average daily trips (ADT).
  - d) A conditional use permit to modify the off-street parking requirements, allow for the use of off-site parking, and to establish a parking management plan for the site, pursuant to Chapter 20.40 (Off-Street Parking) of the Municipal Code.
  - e) A modification permit to deviate from the landscaping requirements of the Newport Place (PC-11) Planned Community Development Plan, pursuant to Section 20.52.050 of the Municipal Code.
  - f) A waiver of the requirement for a development agreement pursuant to the provisions of Chapter 15.45 (Development Agreements) of the Municipal Code.

2. The subject property has zoning designation of Restaurant Site 1 of the Newport Place (PC-11) Planned Community Zoning District and the General Plan Land Use Element category is Mixed-Use Horizontal 2 ("MU-H2").
3. The subject property is not located within the coastal zone.
4. A public hearing was held on September 22, 2011, in the City Hall Council Chambers, 3300 Newport Boulevard, Newport Beach, California. A notice of time, place and purpose of the meeting was given in accordance with the Newport Beach Municipal Code. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this meeting.

**SECTION 2. DECISION.**

**NOW, THEREFORE, BE IT RESOLVED:**

1. The Planning Commission of the City of Newport Beach does hereby deny without prejudice Planned Community Text Amendment No. PD2010-007, Transfer of Development Rights No. TD2010-002, Conditional Use Permit No. UP2011-026, Modification Permit No. MN2011-014, and Traffic Study No. TS2011-002.
2. This action shall become final and effective fourteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of Title 20 Planning and Zoning, of the Newport Beach Municipal Code.

**PASSED, APPROVED AND ADOPTED THIS 22<sup>nd</sup> DAY OF SEPTEMBER, 2011.**

AYES:

NOES:

ABSTAIN:

ABSENT:

BY: \_\_\_\_\_  
Charles Unsworth, Chairman

BY: \_\_\_\_\_  
Bradley Hillgren, Secretary

## **Attachment No. PC 3**

Draft Planned Community Development Plan



# **PLANNED COMMUNITY DEVELOPMENT STANDARDS**

## **NEWPORT PLACE**

**Emkay Development Company, Inc.  
Newport Beach, California**

## **CONTENTS**

General Notes	<b>16</b>
Definitions	<b>27</b>
Statistical Analysis	<b>4—169-21</b>

### **PART I - INDUSTRIAL**

Section I	Minimum Site Area	<b>1722</b>
Section II	Permitted Uses	<b>1722</b>
	Group I. Light Industrial	<b>1722</b>
	A	<b>1722</b>
	B	<b>1823</b>
	C	<b>1823</b>
	Group II. Medium Industrial and Industrial Service and Support Facilities	<b>1924</b>
	A	<b>1924</b>
	B	<b>2025</b>
	C	<b>2125</b>
	D	<b>2226</b>
Section III	General Development Standards for Industry	<b>2327</b>
	A. Building Height	<b>2327</b>
	B. Setbacks	<b>2427</b>
	C. Site Coverage	<b>2428</b>
	D. Sign Area	<b>2528</b>
	E. Sign Standards	<b>2629</b>
	F. Parking	<b>2730</b>
	G. Landscaping	<b>2830</b>
	H. Loading Areas	<b>2932</b>
	I. Storage Areas	<b>2932</b>
	J. Refuse Collection Areas	<b>2932</b>
	K. Telephone and Electrical Services	<b>3032</b>
	L. Sidewalks	<b>3032</b>
	M. Nuisances	<b>3032</b>

## PART II - COMMERCIAL

Section I	Minimum Site Area	3133
Section II	Permitted Uses	3133
	Group I. Professional and Business Offices	
	A. Professional Offices	3133
	B. Business Offices	3233
	C. Support Commercial	3234
	Group II. Commercial Uses	
	A. Automobile Center	3335
	B. Hotels and Motels	3335
	C. City, County, and State Facilities	3335
	D. Service Stations, Car Wash	3335
	E. Retail Commercial Uses	3335
	F. General Commercial	3436
Section III	General Development Standards for Commerce	3638
	A. Setbacks	3638
	B. Signs	3739
	C. Sign Standards	3840
	D. Parking	3840
	E. Landscaping	4042
	F. Loading Areas	4243
	G. Storage Areas	4243
	H. Refuse Collection Areas	4244
	I. Telephone & Electrical Services	4244
	J. Pedestrian Access	4344

## FOOTNOTES

44—5045-51

## ATTACHED EXHIBITS

Exhibit A	Land Use [1,5,8, 36]
Exhibit B	Grading & Roads [1]
Exhibit C	Storm Drain [1]
Exhibit D	Sewer & Water [1]
Exhibit E	Topography [1]
Exhibit F	Traffic Analysis [1]

**Planned Community Development Standards for Newport Place**  
Ordinance No. 1369 adopted by the City of Newport Beach  
December 21, 1970

- Amendment No. 1 Approved on December 13, 1971 by Resolution No. 7572 (A-305)
- Amendment No. 2 Approved on June 12, 1972 by Resolution No. 7706 (A-325)
- Amendment No. 3 Approved on October 24, 1972 by Resolution No. 7846 (A-341)
- Amendment No. 4 Approved on January 8, 1983 by Resolution No. 7901 (A-349)
- Amendment No. 5 Approved on July 23, 1973 by Resolution No. 8054 (A-369)
- Amendment No. 6 Approved on June 10, 1974 by Resolution No. 8262 (A-429)
- Amendment No. 7 Approved on September 8, 1975 by Resolution No. 8588 (A-450)
- Amendment No. 8 Approved on February 9, 1976 by Resolution No. 8693 (A-462)
- Amendment No. 9 Approved on April 11, 1977 by Resolution No. 9050 (A-488)
- Amendment No. 10 Approved on May 23, 1977 by Resolution No. 9091 (A-490)
- Amendment No. 11 Approved on April 10, 1978 by Resolution No. 1003 (A-504)
- Amendment No. 12 Approved on July 11, 1978 by Resolution No. 9393 (A-510)
- Amendment No. 13 Approved on November 27, 1978 by Resolution No. 9472 (A-514)
- Amendment No. 14 Approved on June 11, 1979 by Resolution No. 9563 (A-530)
- Amendment No. 15 Approved on March 23, 1982 by Resolution No. 10003 (A-560)
- Amendment No. 16 Approved on March 26, 1984 by Resolution No. 84-22 (A-604)
- Amendment No. 17 Approved on April 23, 1984 by Resolution No. 84-30 (A-597)
- Amendment No. 18 Approved on June 25, 1984 by Resolution No. 84-58 (A-607)
- Amendment No. 19 Approved on July 23, 1984 by Resolution No. 84-79 (A-608)
- Amendment No. 20 Approved on January 12, 1987 by Resolution No. 87-1 (A-637)

Amendment No. 21 Approved on March 9, 1987 by Resolution No. 87-30 (A-638)

Amendment No. 22 Approved on March 14, 1988 by Resolution No. 88-17 (A-658)

Amendment No. 23 Approved on August 14, 1989 by Resolution No. 89-94 (A-684)

Amendment No. 24 Approved on July 22, 1991 by Resolution No. 91-83 (A-740)

Amendment No. 25 Approved on March 9, 1992 by Resolution No. 92-20 (A-749)

Amendment No. 26 Approved on June 8, 1992 by Resolution No. 92-58 (A-745)

Amendment No. 27 Approved on September 13, 1993 by Resolution No. 93-69 (A-783)

Amendment No. 28 Approved on January 22, 1996 by Resolution No. 96-10 (A-833)

Amendment No. 28.1 Approved on September 9, 1996 by Resolution No. 96-78 (A849)

Amendment No. 28.2 Approved on March 24, 1997 by Resolution 97-25 (A858)

Amendment No. 28.3 Approved on July 28, 1997 by Ordinance No. 97-29 (A861)

Amendment No. 29 Approved on June 18, 1998 by Ordinance No. 98-16 (A 875)

Amendment No. 30 Approved on January 11, 1999 by Ordinance No. 98-28 (A-877)

Amendment No. 31 Approved on February 8, 1999 by Ordinance No. 99-4 (A-880)

Amendment No. 32 Approved on April 12, 1999 by Ordinance No. 99-11 (A-883)

Amendment No. 33 Approved on March 26, 2002 by Ordinance No. 2002-6 (PD2001-002)

Amendment No. 34 Approved on June 14, 2005 by Ordinance No. 2005-8 (PD2004-003)

Amendment No. 35 Approved on September 14, 2010 by Ordinance No.2010-16 (PD2010-002)

## GENERAL NOTES

1. The Newport Project, a planned community development is a project of Emkay Development Company, Inc., a subsidiary of Morrison-Knudsen Company, Inc. The area is most appropriate for commercial and light industrial use because of its central location, ideal topography, availability to four freeways, accessibility to two railroads and its relation to the Orange County Airport. Attached drawings indicate land use, grading and roads, storm drains, water and sewer, topography and traffic analysis.
2. Water within the Planned Community area will be furnished by the City of Newport Beach.
3. Sewerage Disposal facilities within the Planned Community area are by the City of Newport Beach.
4. Prior to or coincidental with the filing of any tentative map or use permit, the developer shall submit a master plan of drainage to the Director of Public Works.
5. The height of all buildings and structures shall comply with FAA criteria.
6. Except as otherwise stated in this ordinance, the requirements of the Zoning Code, City of Newport Beach, shall apply.

The contents of this supplemental text notwithstanding, no construction shall be proposed within the boundaries of this Planned Community District except that which shall comply with all provisions of the Building Code and the various mechanical and electrical codes related thereto.

7. Phasing of Development.

1,799,941 sq. ft. of development was existing or under construction as of October 1, 1978. The additional allowable development in the total approved development plan is 566,423 square feet. Any further development subsequent to October 1, 1978, in excess of 30% of the additional allowable development, being 169,927 sq. ft. shall be approved only after it can be demonstrated that adequate traffic facilities will be available to handle that traffic generated by the project at the time of occupancy of the buildings involved. Such demonstration may be made by the presentation of a phasing plan consistent with the Circulation Element of the Newport Beach General Plan. (Phasing Plan approved by City Council March 12, 1979 for all development subject to this regulation.)[13]

## DEFINITIONS

### Advertising Surface:

The total area of the face of the structure, excluding supports.

### Area of Elevation:

Total height and length of a building as projected to a vertical plane.

### Building Line:

An imaginary line parallel to the street right-of-way line specifying the closest point from this street right-of-way line that a building structure may be located (except for overhangs, stairs and sunscreens).

### Public Safety Area:

A strip of land twenty (20) feet in width and running parallel with street rights-of-way.

### Right-of-Way Line:

When reference is made to right-of-way line it shall mean the line which is then established on either the adopted Master Plan of Streets and Highways or the filed Tract Map for Minor Roads as the ultimate right-of-way line for roads or streets.

### Side and Front of Corner Lots:

For the purpose of this ordinance, the narrowest frontage of a lot facing the street is the front, and the longest frontage facing the intersecting street is the side, irrespective of the direction in which structures face.

### Sign:

Any structure, device or contrivance, electric or non-electric and all parts thereof which are erected or used for advertising purposes upon or within which any poster, bill, bulletin, printing, lettering, painting, device or other advertising of any kind whatsoever is used, placed, posted, tacked, nailed, pasted or otherwise fastened or affixed.

### Site Area:

The total land area of the land described in the use or other permit.

### Special Landscaped Street:

Special landscaped streets are designated as MacArthur Boulevard, Jamboree Road, Bristol Street North and Birch Street. The landscaping requirements for special landscaped streets and for the remaining streets are described in the following text.

Streets - Dedicated and Private:

Reference to all streets or rights-of-way within this ordinance shall mean dedicated vehicular rights-of-way. In the case of private or non-dedicated streets, a minimum setback from the right-of-way line of said streets of ten (10) feet shall be required for all structures. Except for sidewalks or access drives, this area shall be landscaped according to the setback area standards from dedicated streets herein.



# STATISTICAL ANALYSIS

## PART I. INDUSTRIAL\*

### A. Building Sites

Site 1A	2.0 acres [3, 9]
Site 3A	21.3 acres [2.4].....23.3 acres [9, 35]

### B. Building Area

Site 1A	34,130 sq. ft.....0.8 ac. [3, 9]
**Site 3A	297,798 sq. ft.....6.8 ac. [2, 4, 14, 33]
	331,928 sq. ft.....7.6 ac. [9, 14, 31, 33, 35]

The following statistics are for information only. Development may include but shall not be limited to the following.

### C. Parking (Criteria: 3 spaces/1000 sq. ft. @ 363 sq. ft/space)

Site 1A	102 cars.....0.9 acres [3, 9]
Site 3A	894 cars..... 7.5 ac. [2, 4, 14, 33]
	996 cars.....8.4 ac. [9, 14, 31, 33, 35]

### D. Landscaped - Open Space

Site 1A.....	0.30 acres [3, 9]
Site 3A.....	6.5 acres [2,4,14,33]
	6.8 acres [9,14,31, 33, 35] Net Open
-3.8 acres.....	Space.....3.0 ac. *[14, 31, 33, 35]

\* 3.8 acres have been allotted for service stations exclusive of permitted building acres and subject to use permit.

\*\* Industrial Site 3A has been reduced by 20,000 sq. ft. with the reduction allocated to the allowable building area for Parcel No. 3 of Resubdivision 529. The allowable building area for Parcel No. 3 of Resubdivision 529 is now 61,162 sq. ft. [14].

Industrial Site 3A was then increased by 1,590 square feet in 2002 [33].

# STATISTICAL ANALYSIS

## PART II. COMMERCIAL/PROFESSIONAL & BUSINESS OFFICES

### A. Building Sites

Site 1 & 2.....	38.5 acres <sup>1</sup>
Site 2A.....	3.9 acres [31]
Site 4.....	9.0 acres
Site 5.....	7.4 acres <sup>2</sup>
Site 6.....	1.9 acres
Site 7.....	2.5 acres
Site 8.....	1.64 acres
Site 9.....	16.9 acres [35]
	81.74 acres [20, 35]

### B. Building Area

Site 1 & 2.....	860,884 square feet [5, 14, 17, 30]
Site 2A.....	109,200 square feet [31]
Site 4.....	228,214 square feet [32]
Site 5.....	268,743 square feet [16, 19, 21, 24, 25]
Site 6.....	42,420 square feet
Site 7.....	55,860 square feet
Site 8.....	54,000 square feet [20]
Site 9.....	288,264 square feet [35]
	1,907,585 square feet [21, 30, 31, 32, 33, 35]

The following statistics are for information only. Development may include, but shall not be limited to the following.

### C. Typical Building Mix/Site Utilization

Typical site areas for buildings of varying heights are provided for purposes of illustration. Development of any of the Sites indicated may include any number of combinations of building types, characterized by number of stories, within the range of building types indicated for that site.

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<sup>1</sup>Commercial/Professional and Business Office Site 1 and 2 have been reduced by 36,119 feet with the reduction allocated to the allowed building area for Parcels 1 & 2 of Resubdivision 585. The allowable building area for Parcel 1 & 2 of Resubdivision 585 is now 272,711 square feet. [14]

<sup>2</sup>If commercial uses are constructed on Commercial/Professional and Business Office Site 5 which are ancillary to and in the same building as office uses, additional development up to a maximum of 294,600 sq. ft. may be developed, so long as office use does not exceed 268,743 sq. ft. [21, 24, 25]

Site 1 & 2.....860,884 square feet [5, 14, 17, 30]

- a. Two Story..... 8.42 acres
- b. Three Story..... 5.61 acres
- c. Four Story..... 4.21 acres
- d. Five Story..... 3.37 acres
- e. Six Story..... 2.81 acres

Site 2A.....109,200 square feet [31]

- a. Two Story.....1.25 acres
- b. Three Story .....0.84 acres
- c. Four Story ..... 0.63 acres
- d. Five Story ..... 0.51 acres

Site 4..... 228,214 square feet [32]

- a. Two Story.....2.31 acres
- b. Three Story..... 1.54 acres
- c. Four Story..... 1.15 acres
- d. Five Story.....0.92 acres
- e. Six Story.....0.77 acres

Site 5.....268,743 square feet [16, 19, 21, 25]

- a. Two Story.....1.90 acres
- b. Three Story.....1.27 acres
- c. Four Story.....0.95 acres
- d. Five Story.....0.76 acres
- e. Six Story.....0.63 acres
- f. Nine Story.....0.50 acres

Site 6..... 42,420 square feet

- a. Two Story.....0.49 acres
- b. Three Story..... 0.32 acres
- c. Four Story..... 0.24 acres
- d. Five Story.....0.19 acres
- e. Six Story..... 0.16 acres

Site 7 .....55,860 square feet

- a. Two Story..... 0.64 acres
- b. Three Story..... 0.43 acres
- c. Four Story.....0.32 acres
- d. Five Story.....0.26 acres
- e. Six Story.....0.21 acres

Site 8.....54,000 square feet [20]

a. Four Story.....0.30 acres

Site 9.....288,264 square feet [35]

a. Two Story.....3.31 acres

b. Three Story.....2.21 acres

c. Four Story..... 1.65 acres

d. Five Story.....1.32 acres

e. Six Story.....1.10 acres

D. Parking (Criteria: 1 space/225 sq. ft. @ 363 sq. ft/space)

Site 1 & 2..... 3,827 cars..... 31.89 acres [5, 14, 30]

Site 2A ..... 474 cars\* ..... 1.26 acres<sup>1</sup> [31]

Site 4..... 905 cars..... 7.54 acres [32]

Site 5.....1,234 cars..... 6.13 acres [21]

Site 6..... 188 cars..... 1.57 acres

Site 7..... 248 cars..... 2.07 acres

Site 8..... 231 cars..... 1.34 acres [20]

Site 9.....1,281 cars.....10.68 acres [35]

8,388 cars 62.48 acres<sup>2</sup> [21,31, 32, 33, 35]

E. Landscaped - Open Space

Site 1 & 2 [5,14]

Gross Site..... 38.5 acres

Parking.....27.17 acres

Net.....11.33 acres

Two Story.....8.42 acres.....2.91 acres

Three Story.....5.61 acres.....5.72 acres

Four Story.....4.21 acres.....7.12 acres

Five Story.....3.37 acres.....7.96 acres

Six Story.....2.81 acres.....8.52 acres

Site 2A [31]

Gross Site ..... 3.9 acres

Parking ..... 1.26 acres

Net ..... 2.68 acres

Two Story ..... 1.25 acres ... 1.43 acres.

Three Story ..... .84 acres ... 1.84 acres

Four Story ..... .63 acres ... 2.05 acres

Five Story ..... .51 acres ... 2.17 acres

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<sup>3</sup> Includes surface parking and first floor of existing parking structure only, does not include upper levels of parking structure. [31].

Site 4 [32]

Gross Site..... 9.00 acres  
Parking..... .7.54 acres  
Net.....1.46 acres

Two Story.....2.31 acres..... N/A  
Three Story.....1.54 acres..... 0.01 acres  
Four Story.....1.15 acres..... 0.40 acres  
Five Story..... 0.92 acres..... 0.63 acres  
Six Story..... 0.77 acres..... 0.78 acres

Site 5

Gross Site.....7.4 acres  
Parking.....6.13 acres  
Net.....1.27 acres

Two Story.....1.90 acres..... N/A  
Three Story.....1.27 acres..... .00 acres  
Four Story.....0 .95 acres..... 0.32 acres  
Five Story..... 0.76 acres. .... 0.51 acres  
Six Story..... 0 .63 acres..... 0.64 acres  
Nine Story..... 0.50 acres.....0 .77 acres [21]

Site 6

Gross Site.....1.90 acres  
Parking.....1.57 acres  
Net.....0.33 acres

Two Story..... .49 acres..... N/A  
Three Story..... .32 acres..... 0.01 acres  
Four Story......24 acres..... 0.09 acres  
Five Story..... .19 acres..... 0.14 acres  
Six Story.....16 acres..... 0.17 acres

Site 7

Gross Site.....2.50 acres  
Parking.....2.07 acres  
Net..... 0.43 acres

Two Story..... 0.64 acres..... N/A  
Three Story..... 0.43 acres..... 00 acres  
Four Story..... 0.32 acres..... 0.11 acres  
Five Story.....0.26 acres..... 0.17 acres  
Six Story..... 0.21 acres..... 0.22 acres

Site 8

Gross Site.....1.64 acres  
Parking.....1.34 acres  
Net..... .30 acres

Four Story..... .30 acres..... N/A [20]

Site 9 [35]

Gross Site.....16.90 acres  
Parking.....10.68 acres

Net..... 6.22 acres

Two Story.....3.31 acres..... 2.91 acres  
Three Story.....2.21 acres.....4.01 acres  
Four Story.....1.65 acres.....4.57 acres  
Five Story.....1.32 acres.....4.90 acres  
Six Story.....1.10 acres.....5.12 acres

F. Building Height [5, 12, 15, 21, 31]

Maximum building height shall not exceed six (6) stories above ground level except for Parcel No. 1 of Resubdivision No. 585 which shall have a maximum building height of ten (10) stories above ground level, for Parcel No. 2 of Resubdivision No. 585 which shall have a maximum building height of seven (7) stories above ground level, and for Site 5 which shall have a maximum of nine (9) stories/167 feet above ground level. Maximum building height for Professional & Business Office Site 2A shall not exceed 95 feet above ground level.

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## STATISTICAL ANALYSIS

### PART II RETAIL COMMERCIAL/PERMITTED USES - Part II, Section II, Group II.E

#### A. Building Sites

Site 1	1.4 acres
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The following statistics are for information only. Development may include but shall not be limited to the following.

#### B. Building Area

Site 1.....10,000 sq. ft.	.22 acres
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#### C. Parking (Criteria: 5/spaces/1000 sq. ft. @ 363 sq. ft./ space)

Site 1.....50 cars	.41 acres
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#### D. Landscaped - Open Space

Site 1	.77 acres
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#### E. Building Height

Building height of structures shall be limited to a height of thirty-five (35) feet.



# STATISTICAL ANALYSIS

## PART II COMMERCIAL/RESTAURANTS

### A. Building Sites

Site 1 ~~2.9~~ **1.80** acres  
~~2.9~~ **1.80** acres.....~~2.9~~ **1.80** acres [5, 20, **36**]

The following statistics are for information only. Development may include but shall not be limited to the following.

### B. Building Area

Site 1....~~15,000~~ square feet .....~~34~~ acres  
15,000 square feet.....~~34~~ acres [5, 20]

### C. Parking (Criteria: 300 occupants/10,000 sq. ft.)

1 space/3 occupants

363 sq. ft./space

Site 1 ~~450~~ **133** cars .....~~4.25~~ **1.11** acres  
~~450~~ **133** cars..... ~~4.25~~ **1.11** acres [5, 20, **36**]

**Restaurant Site 1 and General Commercial Site 8 have shared parking arrangements per the 1972 Reciprocal Parking & Management Agreement [36]**

### D. Landscaped - Open Space

Site 1...~~4.34~~ **0.46** acres  
~~4.34~~ **0.46** acres..... ~~4.34~~ **0.46** acres [5, 20, **36**]

### E. Building Height

Building height of structures shall be limited to a height of thirty-five (35) feet.

# STATISTICAL ANALYSIS

## PART II COMMERCIAL/HOTEL & MOTEL

### A. Building Site [26,31]

Site 1 - 6.35 acres  
Site 2B - 3.7 acres [31]  
10.05 acres [31]

### B. Hotel Room Limit [18,25,31]

Site 1 - 349 rooms<sup>1</sup>  
Site 2B - ~~304~~ **256** rooms [31, **36**]

The following statistics are for information only. Development may include but shall not be limited to the following.

### C. Building Area (Site 1 - 349 units @ 400 sq.ft./unit) (Site 2B – ~~304~~ **256** units @ 517 net sq. ft./unit).[18, 25, 31, **36**]

Site 1 - 3.2 acres - 3.2 acres  
Site 2B - ~~3.6~~ **3.0** acres (total enclosed area is 4.5 acres)

### D. Parking (Criteria: 1 space/unit @ 363 sq. ft./space)[18, 26, 31, **36**]

Site 1 - 349 parking spaces - 2.9 acres  
Site 2B - ~~152~~ **128** parking spaces<sup>2</sup> 2.5 acres (total)

### E. Landscaping - Open Space [18]

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<sup>1</sup>Use permits approved as of November 14, 1983, allow 468 hotel rooms with related restaurant, conference area, and other support facilities. Hotel suites included as part of the hotel room count may be converted to standard hotel rooms consistent with the specified hotel room limit, so long as the approved site plan is maintained. Location and size of restaurant, conference area, and other support facilities may also be revised if the plans meet the intent of the approved site plan and other conditions of approval. [1, 18]

<sup>2</sup> Based on one space/2 guest rooms per Page 20.66-8, Off-Street Parking and Loading Requirements, of the City of Newport Beach Planning and Zoning Code. [31]

The following is intended to show some of the variations possible.

Site 1

One Story Development	-	0.92 acres
Two Story Development	-	2.98 acres
Three Story Development	-	3.67 acres
Four Story Development	-	4.02 acres
Five Story Development	-	4.22 acres
Six Story Development		4.36 acres
Seven Story Development	-	4.46 acres
Eight Story Development	-	4.53 acres
Nine Story Development	-	4.59 acres
Ten Story Development	-	4.64 acres
Eleven Story Development	-	4.67 acres
Twelve Story Development	-	4.71 acres
Thirteen Story Development	-	4.73 acres

The above analysis does not include support facilities utilized in many hotel operations. These facilities would also require parking not reflected in the parking requirement criteria.

F. Building Height [31]

Building height on Site 2B shall not exceed 60 feet. [31]

# STATISTICAL ANALYSIS

## PART II GENERAL COMMERCIAL PERMITTED USES [8, 9]

### Part II, Section II, Group II A & F

#### A. General Commercial Building Sites [8, 26, 28.3, 31, 36]

Site 1	-	3.0 acres
Site 2	-	1.0 acres [9]
Site 3	-	3.9 acres [9]
Site 4	-	2.0 acres [9]
Site 5	-	2.45 acres <sup>5</sup> [26]
Site 6		5.8 acres [25, 28.3]
Site 7		8.2 acres
Site 8		<u>1.11 acres [36]</u>
		<del>26.35</del> <b>27.46</b> acres [36]

#### B. Building Area [26, 27, 28.3, 36]

Site 1	-	35,000 sq. ft.	-	0.80 acres
Site 2 <sup>1</sup>	-	11,700 sq. ft.	-	0.27 acres [9]
Site 3 <sup>2</sup>	-	49,380 sq. ft.	-	1.13 acres [27]
Site 4 <sup>3</sup>	-	20,870 sq. ft.[19]-		0.57 acres [9]
Site 5 <sup>1</sup>	-	31,362 sq. ft.	-	0.72 acres [26]
Site 6		50,000 sq. ft.		1.14 acres [28.3]
Site 7		<del>141,120</del> <b>139,500</b> sq. ft.		<del>8.20</del> <b>3.20</b> acres [36]
Site 8		<u>13,525 sq. ft.<sup>11</sup> [36]</u>		<u>0.31 acres [36]</u>
		<del>339,432</del> <b>351,337</b> sq. ft.[36]		<del>12.83</del> <b>8.14</b> acres [26, 27, 28.3, 36]

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<sup>5</sup> A recorded reciprocal easement shall be provided for ingress, egress and parking for mutual benefit between Hotel Site 1 and General Commercial Site 5

<sup>6</sup> Restaurants are permitted uses in Sites 1, 2, 3, 5 and 6, subject to a use permit. [9, 23, 26, 27, 28.3]

<sup>7</sup> Ibid

<sup>8</sup> If the development of General Commercial Site 4 is limited solely to Professional and Business Office use, then the allowable Building Area shall not exceed 30,000 sq. ft. (19)

<sup>9</sup> Restaurants are permitted uses in Sites 1,2,3,5

<sup>10</sup> 257 surface parking spaces; minimum 100 parking spaces in parking structure

<sup>11</sup> **Of 13,525 square feet, 5,000 square feet shall be allocated for food service uses and 8,525 square feet shall be allocated for general commercial uses. [36]**

The following statistics are for information only. Development may include, but shall not be limited to the following. [8]

D. Parking (Criteria 4 spaces/1,000 sq.ft. @ 363 sq.ft./space [9, 26, 28.3])

Site 1	-	140 cars	-	1.17 acres
Site 2	-	47 cars	-	0.39 acres
Site 3	-	193 cars	-	1.61 acres
Site 4	-	100 cars	-	0.83 acres
Site 5	-	167 cars	-	1.39 acres
Site 6	-	250 cars	-	2.08 acres
Site 7		<del>357</del> <b>353</b> cars	-	<del>2.98</del> <b>2.94</b> acres <sup>10</sup> [36]
Site 8		<b>91 cars</b> <sup>12</sup>		<b>0.44 acres [36]</b>
				<del>10.45</del> <b>10.85</b> acres

E. Landscaping - Open Space [9, 26, 28.3]

Site 1	-	1.03 acres
Site 2	-	0.34 acres
Site 3	-	1.18 acres
Site 4	-	0.60 acres
Site 5 (1 & 2 story)	-	0.24 acres
Site 6	-	2.58 acres
Site 7	-	<u>2.14</u> acres
Site 8		<b>0.24 acres [36]</b>
	<b>Sub Total</b>	<del>8.14</del> <b>8.35</b> acres [36]
Site 5 (3 story)	-	<u>0.49</u> acres
	<b>Sub Total</b>	<del>8.60</del> <b>8.84</b> acres [36]
Site 5 (4 story)	-	<u>0.75</u> acres
	<b>Grand Total</b>	<del>9.35</del> <b>9.59</b> acres [36]

F. Building Height [8, 9, 26, 31, 28.3, 36]

Building height of structures on General Commercial Site 1, 2, 3, 4 ~~and 6, and 8~~ shall be limited to a height of thirty-five (35 ft.) and on General Commercial Site 5 shall be limited to a height of fifty feet (50 ft.). Height of buildings on Site 7 shall be limited to fifty-five (55) feet except that the vertical projection of a building element intended to provide architectural interest and/or integrate the project identification sign and not for occupancy may be up to seventy-five (75) feet in height.

<sup>12</sup> **59 on-site spaces and 32 off-site spaces [36]**

# STATISTICAL ANALYSIS

## PART II COMMERCIAL/SERVICE STATION\*\*

### A. Building Site

Site 1 - 1.2 acres - 1.2 acres

## PART I. INDUSTRIAL

### Section I. Minimum Site Area

A. Thirty Thousand (30,000) square feet.

B. Exception: [11]

The Planning Commission may authorize an exception to the minimum site area. Application for any such exception shall be made at the time of the filing of a tentative map by the applicant. In order for an exception to be granted, the Planning Commission shall find the following facts with respect thereto:

1. That the granting of the exception will not be detrimental to the public welfare or injurious to other property in the vicinity.
2. That the development considerations and intent of this Planned Community Development Standards are substantially met.

### Section II. Permitted Uses

#### Group I. Light Industrial

A. To allow uses primarily engaged in research activities, provided that such activities are confined within a building or buildings that do not contribute excess noise, dust, smoke, vibration, odor, toxic, or noxious matter to the surrounding environment nor contain a high hazard potential, due to the matter of the product material or processes involved. Such activities may include but shall not be limited to research laboratories and facilities, developmental laboratories and facilities and compatible light manufacturing related to the following list of examples:

1. Bio-Chemical  
Chemical  
Film and Photography  
Medical and Dental  
Metallurgy  
Pharmaceutical  
X-Ray

\*\*Reference Page 4, Part I, Item D.

2. Manufacture, research assembly, testing and repair of components, devices, equipment and systems and parts and components such as but not limited to the following list of examples:

Coils, Tubes, Semi-Conductors

Communication, Navigation Control, Transmission and Reception Equipment, Control Equipment and Systems, Guidance Equipment and Systems

Data Processing Equipment and Systems

Glass Edging, Beveling, and Silvering

Graphics, Art Equipment

Metering Instruments

Optical Devices, Equipment and Systems

Phonographs, Audio Units, Radio Equipment and Television Equipment

Photographic Equipment

Radar, infra-red and Ultra-Violet Equipment and Systems

Scientific and Mechanical Instruments

Testing Equipment

- B. To allow the location of offices and areas associated with and accessory to the permitted uses listed under A.

1. Administrative, professional and business offices.
2. Regional or home offices of industries which are limited to a single use.
3. Blueprinting, Photostatting, photo engraving, printing, publishing and bookbinding, provided that no on-site commercial services is associated with said uses.
4. Cafeteria, cafe, restaurant or auditorium.
5. Service stations will be permitted, subject to a use permit provided that no on-site commercial service is associated with said uses.

\* & \*\*6. (Transferred to Part II – Commercial, Section II, Group I) [28.2, 35]

- C. Service stations subject to a use permit.

Group II. Medium Industrial and Industrial Service and Support Facilities.

- A. To allow the location of general manufacturing activities, provided that such activities are confined within a building or buildings and do not contribute excessive noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential due to the nature of the products, material or processes involved.

1. Manufacture and/or assembly of the following or similar products:

Aircraft and Related Components  
Clocks and Watches  
Coffins  
Ceramic Products  
Concrete Products  
Electrical Appliances  
Farm Equipment  
Heating & Ventilating Equipment  
Linoleum  
Machinery & Machine Tools  
Musical Instruments  
Neon Signs  
Novelties  
Oil Well Valves & Repairs  
Optical Goods  
Refrigeration  
Screw Machine Products  
Sheet Metal Products  
Shoes  
Silk Screens  
Sporting Goods  
Springs  
Stencils  
Toys  
Trailers  
Trucks

2. The manufacture of products or products made from the following or similar materials:

Aluminum	Iron
Bags, except Burlap Bags or Linoleum	
Sacks	Matches
Batteries	Mattresses
Boxes, Paper	Paper
Brass	Steel
Cans	Tin
Copper	Tools
Glass	Wool



3. The manufacturing, compounding, processing or treatment of the following or similar items:

Acids, Non-Corrosive  
Candles  
Cigarettes & Cigars  
Detergents  
Disinfectants  
Dye  
Food Products

Lubricating Oil  
Pharmaceutical  
Products  
Plastics  
Toiletries  
Vitamin Products  
Waxes and Polishes

4. Woodworking Shops, such as: (Provided that, if a planer, router, sticker or moulder is maintained, all doors and windows in the outside walls of the room in which said machinery is located shall be kept closed while said machinery is in use.)

Box  
Furniture  
Wood Products

5. Distribution and Warehousing Plants

- B. To allow the location of general manufacturing activities, service industry and activities related to contractor and construction industry, provided that such activities are confined within a building or buildings and do not contribute excessive noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential due to the nature of the products, materials or processes involved.

1. Service industries or those industries providing a service as opposed to the manufacture of a specific product, such as the repair and maintenance of appliances or component parts, tooling, printers, testing shops, small machine shops, shops engaged in the repair, maintenance and servicing of items excluding automobile repair, providing that such industries are not the point of customer delivery or collection.
2. Contractor and construction industries relating to building industry, such as general contractors, electrical contractors, plumbing contractors.

- C. To allow a combination of general industry, business and professional offices, and industrial support activities, provided that such activities are confined within a building or buildings, and do not contribute excessive noise, dust, smoke, vibration, odor, toxic or noxious matter to the surrounding environment nor contain a high hazard potential due to the nature of the products, materials or processes involved.

The industrial support activities shall be defined as and limited to the sale of products or services relating only to the immediate industrial complex. Any activity, which could

be classified as retail commercial, shall be restricted to activities strictly accessory and/or supplementary to the industrial community.

1. All uses permitted under A, B, and D.
  - a. Business and Professional Offices.
  - b. Industrial Support Facilities, to include activities limited to the sale of products or services related to only the industrial complex. Activities of a commercial nature shall be restricted in scope so as to service and to be accessory and/or supplementary to the industrial complex.
  - c. Service stations subject to a use permit.
2. Except as herein indicated, the General Development Standards for Industry shall apply.

- a. Sign Area  
Industry Support Facilities and Business and Professional Offices.

Only one (1) fascia mounted identification sign shall be permitted per street frontage for each individual business or office.

No sign shall exceed an area equal to one and one-half (1-1/2) square feet of sign for each one (1) foot of lineal frontage of the building or store. However, no sign shall exceed two hundred (200) square feet in area per face.

- b. Site Identification Ground Sign

One (1) site identification sign listing only the name of the site or major tenant on the site shall be allowed. Said sign shall be limited to a maximum height of four (4) feet and a width of eight (8) feet and may be double faced.

- c. Pedestrian Access

It is required of all developments in the industrial support facility area to submit a plan of pedestrian access to the Planning Department prior to the issuance of building permits. Said plan will detail consideration for pedestrian access to the subject property and to adjacent properties, and shall be binding on subsequent development of the property. The plan shall show all interior walkways and all walkways in the public right of way, if such walkways are proposed or necessary.

- D. To allow for the location of a storage facility for new car inventory. Located within Industrial Site 1A between Quail Street on the east, adjacent to Auto Center Sites 2A and 2B on the south, and Bristol Street on the west This use shall be subject to a use permit. [3]
- E. (Deleted)[2,4]

### Section III. General Development Standards for Industry

Maximum building areas shall be as noted in the Statistical Analysis, Part I.A and Part I.B.

#### A. Building Height [22]

Building heights of structures shall be limited to a height of thirty-five (35) feet; provided, however, that on Parcel 1 and Parcel 2 of Parcel Map 86-33-34 (Resubdivision No. 529) in Industrial Site 3A, the Planning Commission or the City Council on review or appeal may approve a structure up to a maximum height of 50 feet after the approval of a use permit.

The Planning Commission or City Council in granting any use permit for structures in excess of thirty-five (35) feet shall find that each of the following four points have been complied with:

- (a) The increased building height would result in more public visual open space and views than is required by the basic height limit. Particular attention shall be given to the location of the structure on the lot, the percentage of ground cover, and the treatment of all setback and open areas.
- (b) The increased building height would result in a more desirable architectural treatment of the building and a stronger and more appealing visual character of the area than is required by the basic height limit.
- (c) The increased building height would not result in undesirable or abrupt scale relationships being created between the structure and existing developments or public spaces. Particular attention shall be given to the total bulk of the structure including both horizontal and vertical dimensions.
- (d) The structure shall have no more floor area than could have been achieved without the use permit. [22]

#### B. Setbacks

All setbacks shall be measured from the property line. For the purpose of this ordinance, a street side property line is that line created by the ultimate right-of-way line of the frontage street.

##### 1. Front Yard Setback

Thirty (30) feet minimum, except that unsupported roofs or sunscreens may project six (6) feet into the setback area.

##### 2. Side Yard Setback

Ten (10) feet, except that unsupported roofs and sunscreens may project three (3) feet into the setback area.

In the case of a corner lot, the street side setback shall be thirty (30) feet, except that unsupported roofs and sunscreens may project six (6) feet into the setback area. Interior lot lines for a corner lot shall be considered side lot lines.

3. Rear Yard Setback

No rear yard setback is required except on a through-lot in which case the required front yard setback shall be observed.

C. Site Coverage

Maximum building coverage of fifty (50) percent is allowed. Parking structures shall not be calculated as building area, however, said structures shall be used only for the parking of company vehicles, employee's vehicles, or vehicles belonging to persons visiting the subject firm.

D. Signs

1. Sign Area

Only one (1) single faced or double-faced signs shall be permitted per street frontage. No sign or combination of signs shall exceed one (1) square foot in area for each six-hundred (600) square feet of total site area. However, no sign shall exceed two hundred (200) square feet in area per face. An additional twenty (20) square feet shall be allowed for each additional business conducted on the site.

2. Sale or Lease Sign

A sign, advertising the sale, lease, or hire of the site shall be permitted in addition to the other signs listed in this section. Said sign shall not exceed a maximum area of thirty-two (32) square feet.

3. Ground Sign

All ground signs shall not exceed four (4) feet above grade in vertical height. Also, ground signs in excess of one-hundred fifty (150) square feet in area (single face) shall not be erected in the first twenty (20) feet, as measured from the property line, of any street side setback area. However, the above standards shall not apply to the Community Directional Sign and Special Purpose Sign.

4. Special Purpose Sign

Signs used to give directions to traffic or pedestrians or give instructions as to special conditions shall not exceed a total of six (6) square feet (single face) in area and shall be permitted in addition to the other signs listed in this section.

5. Wall Signs

Wall signs shall not comprise more than ten (10) percent of the area of the elevation upon which the sign is located. Said signs shall be fixture signs; signs painted directly on the surface of the wall shall not be permitted.

In the instance of a multiple tenancy building, each individual industry may have a wall sign over the entrance to identify the industry. Said sign shall give only the name of the company and shall be limited to four (4) inch high letters. Said sign must be oriented toward the parking area for that building.

6. Construction Sign

One (1) construction sign denoting the architects, engineers, contractor, and other related subjects, shall be permitted upon the commencement of construction. Said sign shall conform with the requirements of Item 3 above, Ground Sign, and will be permitted until such time as a final inspection of the building(s) designates said structure(s) fit for occupancy, or the tenant is occupying said building(s), whichever occurs first.

7. Future Tenant Identification Sign

A sign listing the name of the future tenant, responsible agent or realtor, and identification of the industrial complex shall be permitted. Said sign shall conform with the requirements of Item 3 above, Ground Sign, and will be permitted until such time as a final inspection of the building(s) designates said structure(s) fit for occupancy or tenant is occupying said building(s), whichever occurs first.

8. Community Directional and/or Identification Sign

Permanent directional and identification signs, not exceeding two-hundred fifty (250) square feet (single face), shall be permitted but subject to use permit.

E. Sign Standards

1. Signs visible from the exterior of any building may be lighted, but no signs or any other contrivance shall be devised or constructed so as to rotate, gyrate, blink or move in any animated fashion.
2. Signs shall be restricted to advertising only the person, firm, company or corporation operating the use conducted on the site or the products or sold thereon.
3. A wall sign with the individual letters applied directly shall be measured by a rectangle around the outside of the lettering and/or the pictorial symbol and calculating the area enclosed by such line.
4. All signs attached to the building shall be flush mounted.

F. Parking

Adequate off-street parking shall be provided to accommodate all parking needs for the site. The intent is to eliminate the need for any on-street parking.

Required off-street parking shall be provided on the site of the use served, or on a contiguous site or within three hundred (300) feet of the subject site. Where parking is provided on other than the site concerned, a recorded document shall be approved by the City Attorney and filed with the Building and Planning Departments and signed by the owners of the alternate site stipulating to the permanent reservation of use of the site for said parking.

The following guide shall be used to determine parking requirements:

Office

One (1) space for each 225 square feet of net floor area. The parking requirement may be lowered to one (1) space for each 250 square feet of net floor area upon review and approval of the modification committee.

Manufacture, Research and Assembly

Two (2) parking spaces for each three (3) employees, but in no event less than three (3) spaces for each one thousand (1000) square feet of gross floor area.

Warehouse

Two (2) parking spaces for each three (3) employees, but in no event less than one (1) space for each one thousand (1000) square feet of gross floor area for the first twenty thousand (20,000) square feet; one (1) space for each two thousand (2,000) square feet of gross floor area for the second twenty thousand (20,000) square feet; one (1) space for each four thousand (4,000) square feet of gross floor area for areas in excess of the initial forty thousand (40,000) square feet of floor area of the building.

If there is more than one shift, the number of employees on the largest shift shall be used in determining parking requirements.

G. Landscaping

Detailed landscaping and irrigation plans, prepared by a landscaping architect, licensed contractor or architect shall be submitted to and approved by the Planning Director prior to issuing of building permit and installed prior to issue of Certificate of Use and Occupancy.

All landscaping referred to in this section shall be maintained in a neat and orderly fashion.

1. Front Yard Setback Area

a. General Statement

Landscaping in these areas shall consist of an effective combination of street trees, trees, ground cover and shrubbery. All unpaved areas not utilized for parking shall be landscaped in a similar manner.

b. Special Landscaped Street

The entire area between the curb and the building setback line shall be landscaped, except for any access driveway in said area.

c. Other Streets

The entire area between the curb and a point ten (10) feet in back of the front property line shall be landscaped, except for any access driveway in said area.

2. Side and Rear Yard Setback Area

a. General Statement

All unpaved areas not utilized for parking and storage, shall be landscaped utilizing ground cover and/or shrub and tree materials.

b. Undeveloped Areas

Undeveloped areas proposed for future expansion shall be maintained in a weed free condition but need not be landscaped.

c. Screening

Areas used for parking shall be landscaped and/or fenced in such a manner as to interrupt or screen said areas from view from access streets, freeways, and adjacent properties. Plant materials used for this purpose shall consist of lineal or grouped masses of shrubs and/or trees.

3. Parking Areas

Trees, equal in number to one (1) per each five (5) parking stalls shall be provided in the parking area.

4. Sloped Banks

All sloped banks greater than 5-1 or 6 feet in vertical height and adjacent to public right-of-way shall be stabilized, planted and irrigated in accordance with plans submitted and approved by Planning Director.

H. Loading Areas

1. On other than special landscaped streets street side loading shall be allowed provided the loading dock is set back a minimum of seventy (70) feet from the street right-ofway line or one hundred ten (110) from the street centerline, whichever is greater. Said loading area must be screened from view from adjacent streets.

I. Storage Areas

1. All outdoor storage shall be visually screened from access streets, freeways, and adjacent property. Said screening shall form a complete opaque screen up to a point eight (8) feet in vertical height but need not be opaque above that point.
2. Outdoor storage shall be meant to include all company owned and operated motor vehicles, with the exception of passenger vehicles.
3. No storage shall be permitted between a frontage street and the building line.

J. Refuse Collection Areas

1. All outdoor refuse collection areas shall be visually screened from access streets, freeways, and adjacent property by a complete opaque screen.
1. No refuse collection areas shall be permitted between a frontage street and the building line.

K. Telephone and Electrical Service

All "on-site" electrical lines (excluding lines in excess of 12 KV) and telephone lines shall be placed underground. Transformers or terminal equipment shall be visually screened from view from streets and adjacent properties.

L. Sidewalks

The requirement for sidewalks in the Planned Community District may be waived by the Planning Director if it is demonstrated that such facilities are not needed. However, the City retains the right to require installations of sidewalks if, in the future, a need is established by the City.

M. Nuisances

No portion of the property shall be used in such a manner as to create a nuisance to adjacent sites, such as but not limited to vibration, sound, electro-mechanical disturbance and radiation, electro-magnetic disturbance, radiation, air or water pollution, dust, emission of odorous, toxic or noxious matter.



PART II. COMMERCIAL

Section I. Minimum Site Area

- A. Thirty Thousand (30,000) square feet
- B. Exception: [11]

The Planning Commission may authorize an exception to the minimum site area. Application for any such exception shall be made at the time of the filing of a tentative map by the applicant. In order for an exception to be granted, the Planning Commission shall find the following facts with respect thereto:

- 1. That the granting of the exception will not be detrimental to the public welfare or injurious to other property in the vicinity.
- 2. That the development considerations and intent of this Planned Community Development Standards are substantially met.

Section II. Permitted Uses

Group I. Professional and Business Offices.

To allow the location of commercial activities engaged in the sale of products or services relating to and supporting the Development Plan, provided that such activities are confined within a building or buildings.

A. Professional Offices

- 1. Accountants
- 2. Attorneys
- 3. Doctors, dentists, optometrists, oculists, chiropractors and others licensed by the State of California to practice the healing arts.
- 4. Engineers, architects, surveyors and planners.
- 5. Any other general professional offices. [30]

B. Business Offices

- 1. Advertising agencies
- 2. Banks
- 3. Economic consultants
- 4. Employment agencies
- 5. Escrow offices
- 6. Insurance agencies
- 7. Laboratories:
  - a. Dental
  - b. Medical
  - c. X-Ray
  - d. Biochemical

- e. Film, wholesale only
- f. Optometrical
- 8. Stock Brokers
- 9. Studios for interior decorators, photographers, artists and draftsmen.
- 10. Telephone answering services
- 11. Tourist information and travel agencies and ticket reservation services but not to include any airline terminal services or facilities for the transport of passengers, baggage or freight. [2]
- 12. Business and trade schools subject to the approval of a Director's Use Permit [29]
- 13. Any other general business offices. [31]
- \* & \*\* 14. Remedial driving instruction and counseling facility, subject to a use permit in each case. [28.2, 35]

\*This use shall be limited to Professional and Business Offices Site 9 only. [28.2, 35]

\*\*That all uses, including remedial driving instruction/counseling facilities, located within Professional and Business Offices Site 9 shall be limited to providing services to adult clientele only, any use dedicated to serving school aged and minor children shall be prohibited.[28.2,35]

#### C. Support Commercial [21]

- 1. Retail sales and services, so long as said retail sales are of a convenience nature ancillary to the operation and use of office facilities including tobacco stores, card shops, confectionery and newspaper stands, and other uses which, in the opinion of the Planning Commission are of a similar nature. Retail uses shall be located in the basement or on the first floor of a building. Storage for such uses shall be within a building.
- 2. Service uses which are for building tenants and patrons, such as a car wash and gymnasium/health club facilities. Car washes shall drain into the sanitary sewer system.
- 3. Restaurants - outdoor restaurants and take-out restaurants - subject to securing a use permit in each case.

## Group II. Commercial Uses

- A. Automobile Center, subject to a use permit. [28]
  - 1. Automobile dealership selling only new cars. The sale of used cars, automobile repair, and automobile detailing may be permitted in conjunction with the sales of new vehicles but only accessory uses.
  - 2. Service stations subject to the issuance of the use permit and a finding that the use is supportive of the principal uses permitted in the Newport Place Planned Community text.
- B. Hotels and Motels, subject to a use permit.
- C. State, County and Municipal Facilities [2]
- D. Service Stations & Mechanical Car Wash within Service Station Site #1, subject to a use permit. [4]
- E. Retail Commercial uses such as:
  - 1. Restaurants, including outdoor, drive-in or take-out restaurants shall be permitted subject to the securing of a use permit. except as noted under "a" and "b" below: [7]
    - a. Restaurants, other than outdoor, drive-in or take-out restaurants, shall be permitted in Retail-Commercial Site 1 without a use permit provided that the net floor area of all restaurant uses does not exceed 20% of the net floor area of the retail-commercial center.
    - b. Outdoor, drive-in or take-out restaurants shall be designed and located so as to be an integral element of the retail-commercial center and shall not be permitted as a free-standing independent use in any case.
  - 2. Barber shop and beauty parlor
  - 3. Book and stationery store
  - 4. Blueprinting and photostatics
  - 5. Camera shop
  - 6. Delicatessen store
  - 7. Florist
  - 8. Shoe store or repair shop
  - 9. Tailor
  - 10. Tobacco store
  - 11. Office equipment retail and repair
  - 12. Pharmacies

13. Tourist information and travel agencies and ticket reservation services, but not to include any airline terminal services or facilities for the transport of passengers, baggage or freight
14. Instructional dance facility for adults and related retail sales, subject to a use permit (28.1)
15. Other uses similar to the above list

F. General Commercial [8, 9, 23, 26, 28.3, **36**]

1. New car dealership, subject to a use permit, including ancillary uses listed under Part II, Section II, Group II, A.
2. Service stations subject to a use permit.
3. Restaurants, including outdoor, drive-in or take-out restaurants, shall be subject to a use permit. Restaurant uses are permitted within General Commercial Sites 1, 2, 3, 5 and 6 not permitted within General Commercial Site 4.
  - a. **Restaurants, consisting 1,000 square feet of fast-food service use, and 4,000 square feet of food service use shall be permitted in General Commercial Site 8 in accordance to the Municipal Code, for General Commercial District Site 8. [36].**
4. Hobby, Arts and Crafts, including:
  - a. Sporting goods store
  - b. Camera store
  - c. Art gallery
  - d. Craft store
  - e. Pet store
  - f. Bicycle store
  - g. Other uses of similar nature
5. Book and Office Support Stores, including:
  - a. Book store
  - b. Office supplies
  - c. Other uses of similar nature
6. Retail stores and professional service establishments, including:
  - a. Pharmacies
  - b. Specialty food
  - c. Fabric shops
  - d. Jewelry shops
  - e. Furrier
  - f. Formal Wear
  - g. Barber and hair styling
  - h. Clothing store
  - i. Liquor store
  - j. Tourist information and travel agencies and ticket reservation services, but not to include any airline terminal services or facilities for the transport of passengers, baggage or freight.
  - k. Other uses of similar nature

7. Home and Office Furnishings, including:
  - a. Home furniture store
  - b. Office furniture store
  - c. Interior decorators
  - d. Home appliances
  - e. Antique store
  - f. Other uses of similar nature
8. Athletic Clubs, including:
  - a. Spa
  - b. Health club
  - c. Recreation facility
  - d. Other uses of similar nature
9. Home improvement stores, including:
  - a. Hardware store
  - b. Paint store
  - c. Wallcovering store
  - d. Other uses of similar nature
10. Retail nursery subject to a use permit
11. Institutional, instructional and educational uses, subject to a use permit in each case. (28.3)
- \*12. Professional and Business Offices - see Part II, Section II, Group I for permitted uses.

\*Office uses are permitted within General Commercial Sites 3, 4, 5, ~~and 6~~, **and 8** and not permitted within General Commercial Sites 1 and 2. [9, 26, 28.3, 31, **36**]

Section III. General Development Standards for Commerce

Maximum building areas and building heights shall be noted in the Statistical Analysis, Part II.A and Part II.B.

A. Setbacks

All setbacks shall be measured from the property line. For the purpose of this ordinance, a street side property line is that line created by the ultimate right-of-way line of the frontage street.

1. Front Yard Setback

Thirty (30) feet minimum; except that unsupported roofs or sunscreens may project six (6) feet into the setback area.

Hotel/Motel uses: Seventeen (17) feet and six (6) inches minimum, provided that the average setback for all buildings along the linear street frontage is thirty (30) feet. [31]

2. Side Yard

Side yard setbacks will be required only when any one of the following conditions exist:

- a. Corner lot: Thirty (30) feet (street side setback only), except that unsupported roofs and sunscreens may project three (3) feet into setback area.

Hotel/Motel uses: Fourteen (14) feet and six (6) inches minimum, provided that the average setback for all buildings along the linear street frontage is twenty-seven (27) feet. [31]

- b. Where property abuts other than commercially zoned property, a ten (10) foot setback is required. Unsupported roofs and sunscreens may project three (3) feet into the setback area.

Hotel/Motel uses: Ten (10) feet minimum setback for all buildings along the property line. [31]

3. Rear Yard

None required except on a through-lot in which case the required front yard setback shall be observed.

B. Signs

1. Sign Area: General Standard

Building identification shall be limited to a single (1) entity. Building identification signs shall have an area not to exceed 1 1/2 square feet of surface for each one (1) foot of lineal frontage of building. However, no sign shall exceed two hundred (200) square feet per face. Building identification signs shall be limited to two (2) facades.

2. Pole Sign:

One (1) identification pole sign site will be allowed for the following commercial businesses:

- a. Restaurant
- b. Cocktail lounge and/or bar
- c. Motel and hotel

If a pole sign is utilized, it shall be in lieu of other identifications signs allowed by ordinance. Pole signs shall be limited to maximum height of twenty (20) feet and a maximum area of fifty (50) square feet per face, double faced.

3. Wall Sign:

In no event shall an identification sign placed on a wall comprise more than ten (10) percent of the area of the elevation upon which the sign is located. Said signs shall be fixture signs. Signs painted directly on the surface of the wall shall not be permitted.

4. Ground Sign:

An identification ground sign shall not exceed four (4) feet above grade in vertical height. Also, ground signs in excess on one-hundred and fifty (150) square feet in area (single face) shall not be erected in the first twenty (20) feet, as measured from the property line, of any street side setback. However, the above standards shall not apply to the Community Directional Sign and Special Purpose Sign.

5. Multi-Tenant Directory Sign:

One (1) directory sign listing only the name of the firms or businesses on a site shall be allowed. Said sign shall be limited to a maximum height of twenty (20) feet. Panels identifying each individual story shall be no longer than one (1) foot in width and five (5) feet in length.

6. Special Purpose Sign:

Subject to the standards established in Part I, Section III, Item D.4.

7. Construction Sign:

Subject to the standards established in Part I, Section III, Item D.6.

8. Future Tenant Identification:

Subject to the standards established in Part I, Section III, Item D.7.

9. Community Direction and/or Identification Sign:

Subject to the standards established in Part I, Section III, Item C.8.

C. Sign Standards

Except as noted above, the same sign standards as outlined in Sub-Section D, Section III, Part I of this ordinance, shall prevail for developments in this area.

D. Parking

1. Medical and Dental

Five (5) spaces for each doctor or one (1) space for each 200 square feet of gross floor area whichever is greater.

2. Professional Offices

One (1) space for each 225 square feet of net floor area. The parking requirement may be lowered to one (1) space for each 250 square feet of net floor area upon review and approval of the modification committee.

Exceptions: [35]

The following parking requirements are applicable to Professional and Business Office Site No. 9.

- One (1) space for each 281 square feet of net floor area.
- Changes to the on-site parking plans shall be reviewed by the Planning Director.

3. Lodge, Halls, Private Clubs, Union Headquarters

One (1) space for each 75 square feet of gross floor area plus one (1) space for each 250 square feet of gross office floor area.



4. Restaurants, Outdoor, Drive-In and Take-Out Restaurants. [7]

Restaurant parking shall be in accordance with Section ~~20.38.030(d)~~ **20.40.040** of the Newport Beach Municipal Code, except as noted under "b" and "c" below. [36]

- b. Restaurants other than outdoor, drive-in or take-out restaurants within Retail-Commercial Sites 1 and 2 shall provide one (1) space for each 200 square feet of net floor area and one (1) loading space for each 10,000 square feet of gross floor area, to the extent that the net floor area of all restaurants does not exceed 20% of the net floor area of the retail-commercial center. In the event that any restaurant causes the total of all restaurant uses in the retail-commercial center to exceed 20% limitation noted above, that entire restaurant and any subsequent restaurants shall provide parking as noted under "a" above.
- c. ~~Parking for outdoor, drive in and take out restaurants shall be provided in accordance with Section 20.53.060 of the Newport Beach Municipal Code~~ **restaurants (food service with/without alcohol, with/without late hour) within General Commercial Site 8 shall be in accordance with the Newport Beach Municipal Code [36].**

5. Retail Commercial

One (1) space for each 200 square feet of net floor area. One (1) loading space for each 10,000 square feet of gross floor area.

6. Hotels and Motels [6]

Parking for Hotel and Motel guestrooms; all related restaurants, cocktail lounges, banquet and meeting rooms, retail shops; and all employees shall be based on a demonstrated formula to be reviewed and approved by the Planning Commission.

The parking formula shall contain the minimum parking which would be required for each of the separate uses evaluated independently. Any reductions from this minimum parking requirement must be based on the joint usage of the facilities by hotel and motel patrons. [10]

7. General Commercial [8, 9]

- a. One (1) space for each 250 sq.ft. of net floor area. One (1) loading space for each 10,000 sq.ft. of gross floor area.
- b. If the development of General Commercial Site 3 or 4 is limited solely to Professional and Business Office use, the parking shall be: One (1) space for each 225 sq.ft. of net floor area.

The parking requirements may be lowered to one (1) space for each 250 sq.ft. of net floor area upon review and approval of the modifications committee.

- c. Specific parking requirements shall be developed for uses such as furniture stores, athletic clubs, theaters, bowling alleys, home improvement stores, retail nurseries or tire stores based upon functions and occupancies within these uses. Parking shall be in conformance to existing City of Newport Beach requirements for said occupancies, or at a demonstrated formula agreeable to the Director of Community Development. In the event that any use described above is converted to another use parking requirements for the new use shall be subject to review by the Director of Community Development.
- d. For restaurant parking see Part II, Section III, D.4.

E. Landscaping

Detailed landscaping and irrigation plans, prepared by a landscaping architect, licensed landscaping contractor or architect shall be submitted to and approved by the Planning Director prior to issuing of Building Permits and installed prior to issue of Certificate of Use and Occupancy.

All landscaping referred to in this section shall be maintained in a neat and orderly fashion.

1. Front Yard Setback Area

a. General Statement

Landscaping in these areas shall consist of an effective combination of street trees, trees, ground cover and shrubbery.

c. Special Landscaped Street

The entire area between the curb and the building setback line shall be landscaped, except for any driveway in said area.

c. Other Streets

The entire area between the curb and a point ten (10) feet in back of the front property line shall be landscaped except for any driveway in said area.

2. Side Yard and Rear Yard

a. General Statement

All unpaved areas not utilized for parking and storage, shall be landscaped utilizing ground cover and/or shrub and tree materials.

b. Undeveloped Areas

Undeveloped areas proposed for future expansion shall be maintained in a weed free condition, but need not be landscaped.

c. Screening

Areas used for parking shall be screened from view or have the view interrupted by landscaping and/or fencing from access streets, freeways, and adjacent properties. Plant materials used for screening purposes shall consist of lineal or grouped masses of shrubs and/or trees.

d. Boundary Areas

Boundary landscaping is required on all interior property lines. Said areas shall be placed along the entire length of these property lines or be of sufficient length to accommodate the number of required trees. Trees, equal in number to one (1) tree per twenty-five (25) lineal feet of each property line, shall be planted in the above defined areas in addition to required ground cover and shrub material.

e. All landscaped areas shall be separated from adjacent vehicular areas by a wall or curb, at least (6) inches higher than the adjacent vehicular area.

3. Parking Areas

Trees, equal in number to one (1) per each five (5) parking stalls shall be provided in the surface parking area (31).

F. Loading Areas

1. Street side loading on other than special landscaped streets, shall be allowed providing the loading dock is set back a minimum of seventy (70) feet from the street right-of-way line, or one hundred ten (110) feet from the street center line, whichever is greater. Said loading area must be screened from view from adjacent streets.

G. Storage Areas

1. All outdoor storage shall be visually screened from access streets, freeways and adjacent property. Said screening shall form a complete opaque screen up to a point eight (8) feet in vertical height but need not be opaque above that point.
2. Outdoor storage shall be meant to include all company owned and operated motor vehicles, with the exception of passenger vehicles.
3. No storage shall be permitted between a frontage street and the building line.

H. Refuse Collection Areas

1. All outdoor refuse collection areas shall be visually screened from access streets, freeways and adjacent property. Said screening shall form a complete opaque screen.
2. No refuse collection area shall be permitted between a frontage street and the building line.

I. Telephone and Electrical Service

All "on-site" electrical lines (excluding lines in excess of 12KV) and telephone lines shall be placed underground. Transformer or terminal equipment shall be visually screened from view from streets and adjacent properties.

J. Pedestrian Access

It is required of all developments in the commercial areas to submit a plan of pedestrian access to the Planning Department prior to the issuance of building permits. Said plans will detail consideration for pedestrian access to the subject property and to adjacent properties, and shall be binding on subsequent development of the property. The plan shall show all interior walkways and all walkways in the public right-of-way, if such walkways are proposed or necessary.

## FOOTNOTES

- [1] Planned Community Text Amendment No. 1, dated December 13, 1971, incorporating a revised land use plan.
- [2] Planned Community Text Amendment No. 2, dated June 12, 1972, incorporating the following changes:
  - a. Relocation of Fire Station site.
  - b. Limitation of tourist information, travel agencies and ticket reservations within Retail Commercial sites.
  - c. Addition of specific restaurant density within Retail Commercial sites.
- [3] Planned Community Text Amendment No. 3, dated October 24, 1972, permitting Auto Centers as an additional use within Industrial Site 2B.
- [4] Planned Community Text Amendment No. 4, dated January 8, 1973, incorporating the following changes:
  - a. Provision for a Mechanical Car Wash within Service Station Site No. 1.
  - b. Eliminate provision for a Fire Station within Industrial Site 3A.
- [5] Planned Community Text Amendment No. 5, dated July 23, 1973, incorporating the following changes:
  - a. Rearrangement of Office Site 3 and Restaurant Site 2 and reapportionment of land allotted to each.
  - b. Reduce allowable building area in Office Sites 1 and 2 and increase allowable building area in Office Site 3A.
  - c. Increase allowable building height in Office Site 3A to 8 stories.
- [6] Planned Community Text Amendment No. 6, dated June 10, 1974, establishing parking requirements for Hotels and Motels based on a demonstrated formula.
- [7] Planned Community Text Amendment No. 7, dated September 8, 1975, revising off-street parking requirements for restaurants to conform with existing City Standards.
- [8] Planned Community Text Amendment No. 8, dated February 9, 1976, permitting General Commercial uses on Auto Center Site 1a and 2b.

## FOOTNOTES (Cont.)

- [9] Planned Community Text Amendment No. 9, dated April 11, 1977, incorporating the following changes:
- a. Expand the permitted uses for General Commercial.
  - b. Re-designate General Commercial Site 1-A and 2-B to General Commercial Sites 1, 2 and 3.
  - c. Expand General Commercial Site 3 to include one half of Industrial Site 1A.
  - d. Convert Industrial Site 2A to General Commercial Site 4.
  - e. Restrict the allowable building area and the permitted uses for General Commercial Sites 1, 2, 3 and 4.
- [10] Planned Community Text Amendment No. 10, dated May 23, 1977, incorporating the following change:
- a. Delete the provision added by Resolution No. 8261 adopted by the City Council on June 10, 1974 from Section III, D, 6.
- [11] Planned Community Text Amendment No. 11, dated April 10, 1978, incorporating the following change:
- a. Establish guidelines for an exception to the minimum site area.
- [12] Planned Community Text Amendment No. 12, dated July 11, 1978, incorporating the following change:
- a. Revised the allowable building height for Parcel No. 1 of Resubdivision No. 585.
- [13] Planned Community Text Amendment No. 13, dated November 27, 1978, incorporating the following change:
- a. Requirement that a Phasing Plan be approved by the Planning Commission for seventy (70) percent of the undeveloped allowable building area existing as of October 1, 1978.
- [14] Planned Community Text Amendment No. 14, dated June 11, 1979, incorporating the following changes:
- a. Reduce the allowable building area of Industrial Site 3A.
  - b. Reduce the allowable building area of Commercial/Professional and Business Office Site 1 and 2.

## FOOTNOTES (Cont.)

- [15] Planned Community Text Amendment No. 15, dated March 23, 1981, incorporating the following changes:
- a. Specification of a maximum building height of seven (7) stories on Parcel No. 2 of Resubdivision No. 585.
- [16] Planned Community Text Amendment No. 16, dated March 8, 1984 incorporating the following change:
- a. Increase of 16,154 square feet of office space in Professional and Business Offices Site 5.
- [17] Planned Community Text Amendment No. 17, dated April 23, 1984, incorporating the following change:
- a. Increase of 1,091 square feet of office space in Professional and Business Offices Sites 1 and 2.
- [18] Planned Community Text Amendment No. 18, dated June 25, 1984, incorporating the following changes:
- a. Establish a specific limit on hotel rooms in Hotel Sites 1A and 1B.
- [19] Planned Community Text Amendment No. 19, dated July 23, 1984, incorporating the following changes:
- a. Transfer of 4,130 square feet of allowable building area from General Commercial Site 4 to Professional and Business Offices Site 5.
- [20] Planned Community Text Amendment No. 20, dated January 12, 1987, incorporating the following changes:
- a. Add Professional and Business Offices Site 8, with 54,000 square feet allowed.
  - b. Delete Restaurant Site 2A, with 8,400 square feet deleted.
- [21] Planned Community Text Amendment No. 21, dated March 9, 1987, incorporating the following change:
- a. Increase allowed development in Professional and Business Offices Site 5 to 241,570 square feet; allow additional support retail uses up to 294,600 square feet total; add support commercial as permitted land use. (21)

## FOOTNOTES (Cont.)

- [22] Planned Community Text Amendment No. 22, dated February 4, 1988, incorporating the following change:
- a. Allow structures located within a portion of Industrial Site 3A to be constructed in excess of the 35-foot height limit up to a maximum of 50 feet, subject to the approval of a use permit.
- [23] Planned Community Text Amendment No. 23, dated July 6, 1989 incorporating the following change:
- a. Allow restaurant uses on General Commercial Site 1, subject to the approval of a use permit in each case.
- [24] Planned Community Text Amendment No. 24, dated June 6, 1991, incorporating the following change:
- a. Increase the allowable office development in Professional Business Offices, Site No. 5 to 257,287 square feet, and reduce the allowable retail development to 37,315 square feet.
- [25] Planned Community Text Amendment No. 25, approved by the City Council on March 9, 1992, incorporating the following change:
- a. Increase the allowable office development in Professional Business Offices, Site No. 5 to 268,743 square feet, and reduce the allowable retail development to 25,857 square feet.
- [26] Planned Community Text Amendment No. 26, approved by the City Council on June 8, 1992, incorporating the following changes:
- a. Redesignate the Sheraton Hotel Site from Hotel Site 1A and 1B to Hotel Site 1 and General Commercial Site 5.
  - b. Reduce the hotel room entitlement on Hotel Site 1 by 119 rooms and establish a development entitlement of 31,362 square feet for General Commercial Site 5.
  - c. Establish a height limit of 50 feet within General Commercial Site 5.
  - d. The Requirement for a reciprocal easement to provide ingress, egress, and parking for mutual benefit between Hotel Site 1 and General Commercial Site 5.



## FOOTNOTES (Cont.)

- [27] Planned Community Text Amendment No. 27, approved by the City Council on September 13, 1993, incorporating the following changes:
- a. Increase the allowable commercial development in General Commercial Site 3 from 48,300 square feet to 49,380 square feet.
  - b. Delete the provision which counts one square foot of floor area devoted to restaurants as two square feet of permitted commercial floor area in General Commercial Sites 2, 3, and 5.
  - c. Delete the provision which restricts the maximum amount of gross floor area devoted to restaurants to 8,000 square feet each in General Commercial Sites 3 and 5.
- [28] Planned Community Text Amendment No. 28, approved by the City Council on January 22, 1996, incorporating the following changes.
- a. Restricting automobile repair and detailing as an accessory use only in conjunction with sales of new vehicles.
  - c. Eliminate other permitted uses.
- [28.1] Planned Community Text Amendment No. 28.1, approved by the City Council on September 9, 1996.
- a. To add 'Instructional Dance Facility for Adults and Related Retail Uses' to the list of 'Retail Commercial' uses for Newport Place.
- [28.2] Planned Community Text Amendment No. 28.2, approved by the City Council on March 24, 1997, incorporating the following changes:
- a. Change the list of permitted uses of "Industrial Site No. 4" to allow establishment of remedial driving instruction and counseling facility.
- [28.3] Planned Community Text Amendment No. 28.3, approved by the City Council on August 11, 1997, incorporating the following changes:
- a. Redesignate "Retail Commercial Site 1" (MacArthur Square) to "General Commercial Site No. 6."
  - b. Redesignate "Retail Commercial Site 2" to "Retail Commercial Site 1"
- [29] Planned Community Text Amendment No. 29, approved by the City Council on July 27, 1998, incorporating the following change:
- a. Permit Business and Trade Schools within Profession and Business Office Site 3A, subject to the approval of a Planning Director's Use Permit.

## FOOTNOTES (Cont.)

- [30] Planned Community Text Amendment No. 30, approved by the City Council on January 11, 1999, incorporated the following changes:
- a. Establish the permitted Gross Floor area for Professional and Business Offices Sites 1 and 2 at 860,884 square feet.
- [31] Planned Community Text Amendment No. 31, approved by the City Council on February 8, 1999, incorporating the following changes:
- a. Redesignating Auto Center Site 2A to Commercial/Professional & Business Offices Site 2A.
  - b. Redesignating Industrial Site 2B to Commercial/Hotel & Motel Site 2B.
  - c. Expand the permitted uses for Professional & Business Offices to include general professional and general business offices.
  - d. Establish a height limit of 95 feet within Professional & Business Office Site 2A.
  - e. Establish a height limit of 60 feet within Hotel & Motel Site 2B.
  - f. Establish a front yard setback for Hotel/Motel “uses a 17 ½ foot minimum, provided that the average setback for all buildings along the linear street frontage is 30 feet.
  - g. Establish a side yard, corner lot setback for Hotel/Motel uses of a 14 1/2 foot minimum, provided that the average setback for all buildings along the linear street frontage is 27 feet.
  - h. Establish a side yard setback for Hotel/Motel uses of a ten (10) foot minimum.
  - i. Provide that landscaping in parking areas be provided in surface parking areas.
- [32] Planned Community Text Amendment No. 32, approved by the City Council on April 12, 1999, incorporated the following changes:
- a. Establish the permitted gross floor area for Professional and Business Offices Site 4 at 228,214 square feet.
- [33] Planned Community Text Amendment No. 33, introduced at the City Council meeting on March 26, 2002 and adopted on the 9th of April 2002:
- a. Update The Industrial Statistical Analysis by allowing a 1,590 square foot building addition at the subject property identified as 1811 Quail Street.

FOOTNOTES (Cont.)

[34] Planned Community Text Amendment No. 34, adopted on the 14th of June 2005:

- a. Revising the *Land Use Plan, permitted uses, and development standards* of the Newport Place Planned Community as they relate to the Newport Lexus Dealership.

[35] Planned Community Text Amendment No. 35, adopted on September 14, 2010:

- a. Re-designate Industrial Site 4 to Professional and Business Offices Site 9.
- b. Change the parking requirement for office uses within Professional and Business Offices Site No. 9 to one space per 281 square feet, which allows all of the buildings to be occupied with office uses.
- c. Add a provision that requires Planning Director review of the parking configuration in Professional and Business Offices Site No. 9.
- d. Revising the Land Use Plan, permitted uses and development standards of the Newport Place Planned Community as they relate to the Newport Commerce 16.9 acre site bounded by Birch Street, Dove Street, Westerly Place and Quail Street.

## **Attachment No. PC 4**

Letters of Transfer Development Rights

September 6, 2011

Rosalinh Ung, Associate Planner  
City of Newport Beach  
3300 Newport Blvd.  
Newport Beach, CA 92663

RECEIVED BY  
COMMUNITY

SEP 08 2011

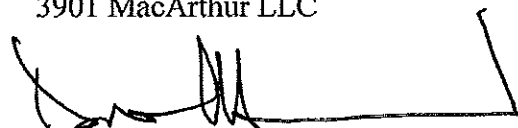
DEVELOPMENT  
CITY OF NEWPORT BEACH

Re: General Commercial Site 7  
3901 MacArthur Blvd  
Newport Place Planned Community

Dear Ms. Ung

As owner of the above referenced site that is entitled for 141,120 square feet of general commercial usage and the site is currently built out to 117,736 square feet, I hereby consent to transfer 1,620 square feet of commercial development rights to property located at 4221 Dolphin Striker Way, Block C of the Newport Place Planned Community. This transfer is contingent upon approval of the Specialty Retail project proposed by Tod W. Ridgeway. If you should have any questions regarding this consent, please do not hesitate to call.

3901 MacArthur LLC

A handwritten signature in black ink, appearing to read 'Dave Wilson', written over a horizontal line.

Dave Wilson,  
Managing Member

RECEIVED BY  
PLANNING DEPARTMENT  
NOV 1 2010  
CITY OF NEWPORT BEACH

October 29, 2010

Rosalinh Ung, Associate Planner  
City of Newport Beach  
3300 Newport Blvd.  
Newport Beach, CA 92663

Re: Hotel Site 2-B  
1301 Quail  
Newport Place Planned Community

Dear Ms. Ung:

As owner of the above referenced site that is entitled for 304 un-built hotel rooms, I hereby consent to transfer the Development Rights of 48 rooms to property located at 4221 Dolphin Striker Way, Block C of the Newport Place Planned Community. This transfer is contingent upon approval of the Specialty Retail project proposed by Tod W. Ridgeway. If you should have any questions regarding this consent, please do not hesitate to call at the address shown on the letterhead.

777 West 190th Street LLC,

A handwritten signature in black ink, appearing to be "J. L. Striker", written over a horizontal line.

## **Attachment No. PC 5**

Traffic Impact Analysis (& Shared Parking Analysis) by Kunzman Associates, Inc.

**CITY OF NEWPORT BEACH**

**4221 DOLPHIN STRIKER PROJECT**

**TRAFFIC IMPACT ANALYSIS (REVISED)**

**Prepared by:**

**Giarcarlo Ganddini, EIT,  
Carl Ballard, and  
William Kunzman, P.E.**

*William Kunzman*



**May 31, 2011**

**KUNZMAN ASSOCIATES, INC.**

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WEB: [WWW.TRAFFIC-ENGINEER.COM](http://WWW.TRAFFIC-ENGINEER.COM)



## Table of Contents

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<b>1. Findings.....</b>	<b>3</b>
Existing Traffic Conditions.....	3
Traffic Summary .....	4
Recommended Improvements .....	5
Required Improvements .....	6
<b>2. Project Description .....</b>	<b>7</b>
Location.....	7
Proposed Development .....	7
Parking .....	7
<b>3. Existing Traffic Conditions .....</b>	<b>10</b>
Study Area Intersections.....	10
Existing Travel Lanes and Intersection Controls .....	10
Existing Master Plan of Arterial Highways .....	10
Existing Traffic Volumes.....	11
Existing Intersection Capacity Utilization .....	11
<b>4. Project Traffic.....</b>	<b>19</b>
Traffic Generation.....	19
Traffic Distribution and Assignment .....	20
Project-Related Traffic .....	20
<b>5. Existing (Year 2011) + Project Analysis .....</b>	<b>29</b>
Intersection Capacity Utilization.....	29
Significance Criteria .....	29
<b>6. TPO Analysis.....</b>	<b>33</b>
Approved Projects.....	33
Regional Growth .....	34
One-Percent Methodology .....	34
Intersection Capacity Utilization.....	34
Significance Criteria .....	35

<b>7. CEQA Analysis .....</b>	<b>45</b>
Cumulative Projects .....	45
Intersection Capacity Utilization.....	45
Significance Criteria .....	46
<b>8. Orange County Congestion Management Program .....</b>	<b>55</b>
County Congestion Management Program (CMP) .....	55
Significance Criteria .....	55
<b>9. Other Traffic Considerations.....</b>	<b>57</b>
Parking .....	57
Access.....	59
Sight Distance .....	59

## **Appendices**

<b>Appendix A</b>	<b>Glossary of Transportation Terms</b>
<b>Appendix B</b>	<b>Year 2008/2009 Worksheets</b>
<b>Appendix C</b>	<b>Regional Traffic Annual Growth Rate</b>
<b>Appendix D</b>	<b>Explanation and Calculation of Intersection Capacity Utilization</b>
<b>Appendix E</b>	<b>Approved Project Data</b>
<b>Appendix F</b>	<b>TPO One-Percent Analysis Calculation Worksheets</b>
<b>Appendix G</b>	<b>Cumulative Project Data</b>
<b>Appendix H</b>	<b>City of Newport Beach Parking Code Requirements</b>
<b>Appendix I</b>	<b>Parking Covenant and Agreement</b>

## List of Tables

---

Table 1.	Existing (Year 2011) Intersection Capacity Utilization and Levels of Service.....	12
Table 2.	Traffic Generation Rates .....	21
Table 3.	Project Traffic Generation .....	22
Table 4.	Existing (Year 2011) + Project Analysis Intersection Capacity Utilization and Levels of Service .....	30
Table 5.	Approved Project List .....	36
Table 6.	TPO Analysis One-Percent Threshold.....	37
Table 7.	TPO Analysis Intersection Capacity Utilization and Levels of Service .....	38
Table 8.	Cumulative Project List.....	47
Table 9.	CEQA Analysis Intersection Capacity Utilization and Levels of Service.....	48
Table 10.	Existing Project Land Uses .....	60
Table 11.	Friday (February 11, 2011) Parking Count .....	61
Table 12.	Saturday (February 12, 2011) Parking Count.....	62
Table 13.	Parking Spaces Required by City of Newport Beach Parking Code.....	63
Table 14.	Parking Code Requirements.....	64
Table 15.	Parking Code Requirements for a Friday With Time-of-Day (TOD) Factors.....	65
Table 16.	Projected Peak Day (Friday) Number of Parked Vehicles .....	66
Table 17.	Parking Demand Summary.....	67

## List of Figures

---

Figure 1. Project Location Map .....	8
Figure 2. Site Plan .....	9
Figure 3. Existing Intersection Controls .....	13
Figure 4. Existing Through Travel Lanes.....	14
Figure 5. City of Newport Beach General Plan Circulation Element.....	15
Figure 6. City of Newport Beach General Plan Roadway Cross-Sections .....	16
Figure 7. Existing (Year 2011) Morning Peak Hour Intersection Turning Movement Volumes.....	17
Figure 8. Existing (Year 2011) Evening Peak Hour Intersection Turning Movement Volumes.....	18
Figure 9. Project Outbound Traffic Distribution .....	23
Figure 10. Project Inbound Traffic Distribution .....	24
Figure 11. Project Morning Peak Hour Intersection Turning Movement Volumes.....	25
Figure 12. Project Evening Peak Hour Intersection Turning Movement Volumes .....	26
Figure 13. Project (Net Increase) Morning Peak Hour Intersection Turning Movement Volumes ..	27
Figure 14. Project (Net Increase) Morning Peak Hour Intersection Turning Movement Volumes ..	28
Figure 15. Existing (Year 2011) + Project Morning Peak Hour Intersection Turning Movement Volumes .....	31
Figure 16. Existing (Year 2011) + Project Evening Peak Hour Intersection Turning Movement Volumes .....	32
Figure 17. Approved Projects Morning Peak Hour Intersection Turning Movement Volumes .....	39
Figure 18. Approved Projects Evening Peak Hour Intersection Turning Movement Volumes.....	40
Figure 19. Existing + Growth (Year 2013) + Approved Projects Morning Peak Hour Intersection Turning Movement Volumes .....	41
Figure 20. Existing + Growth (Year 2013) + Approved Projects Evening Peak Hour Intersection Turning Movement Volumes .....	42
Figure 21. Existing + Growth (Year 2013) + Approved Projects + Project Morning Peak Hour Intersection Turning Movement Volumes .....	43
Figure 22. Existing + Growth (Year 2013) + Approved Projects + Project Evening Peak Hour Intersection Turning Movement Volumes .....	44
Figure 23. Cumulative Projects Morning Peak Hour Intersection Turning Movement Volumes .....	49
Figure 24. Cumulative Projects Evening Peak Hour Intersection Turning Movement Volumes .....	50
Figure 25. Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects Morning Peak Hour Intersection Turning Movement Volumes .....	51
Figure 26. Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects Evening Peak Hour Intersection Turning Movement Volumes .....	52
Figure 27. Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project Morning Peak Hour Intersection Turning Movement Volumes .....	53
Figure 28. Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project Evening Peak Hour Intersection Turning Movement Volumes .....	54
Figure 29. Circulation Recommendations .....	68
Figure 30. Parking Zone Boundary Map .....	69
Figure 31. Parking Survey Summary Graph (Existing Conditions) .....	70

**City of Newport Beach**

**4221 Dolphin Striker Project**

**Traffic Impact Analysis (Revised)**

This report contains the traffic impact analysis for the 4221 Dolphin Striker project in the City of Newport Beach. The traffic report contains documentation of existing traffic conditions, traffic generated by the project, distribution of the project generated traffic to the surrounding roadway network, and an analysis of future traffic conditions. Each of these topics are contained in separate sections of the report. The first section is "Findings", and subsequent sections expand upon the findings. In this way, information on any particular aspect of the study can be easily located by the reader.

The project site is designed as specialty retail in the heart of the professional office environment of the John Wayne Airport area. The design includes a new driveway that will allow ingress and egress from MacArthur Boulevard thereby eliminating the confusion of access to Restaurant Site 1 as provided in the Newport Place Community Text.

The proposed project is a redevelopment of an approximately 48,221 square-foot (1.11 acres) site. Approximately 13,525 gross square feet of new commercial retail and food uses are proposed to replace the existing single-story 7,996 square-foot vacant quality restaurant. The new development will consist of two, free-standing, single-story buildings. Each has a maximum building height of 29 feet.

Approximately 5,000 gross square feet of the proposed new development will be allocated for food service use. Of that, 4,000 square feet will be allocated for high turn-over dining establishments (i.e. small sit-down boutique restaurants). Anticipated hours of operation will be daily from 11:00 AM to 10:00 PM for the high turn-over dining establishments. The remaining 1,000 square feet will be allocated for a fast food use (sandwich shop) with the hours of operation from 7:00 AM until 11:00 PM.

The remaining 8,525 gross square feet of new development will be allocated for general commercial uses (i.e. financial institutions of 4,000 square feet, computer electronic service, and cellular service/retail stores). It is anticipated the retail commercial uses would have hours of operation from 9:00 AM to 7:00 PM, daily.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

# 1. Findings

---

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures.

## Existing Traffic Conditions

- a. The existing site is currently vacant, but was a quality restaurant. The existing building is approximately 7,996 square feet.
- b. The project site currently has access to Dolphin Striker Way and Martingale Way.
- c. The study area includes the following study area intersections:
  - MacArthur Boulevard (NS) at:
    - Campus Drive (EW)
    - Birch Street (EW)
    - Von Karman Avenue (EW)
    - Jamboree Road (EW)
  - Campus Drive/Irvine Avenue (NS) at:
    - Bristol Street North (EW)
    - Bristol Street South (EW)
  - Birch Street (NS) at:
    - Bristol Street North (EW)
    - Bristol Street South (EW)
  - Von Karman Avenue (NS) at:
    - Campus Drive (EW)
    - Birch Street (EW)
  - Bayview Place (NS) at:
    - Bristol Street South (EW)
  - Jamboree Road (NS) at:
    - Campus Drive (EW)
    - Birch Street (EW)
    - Bristol Street North (EW)
    - Bristol Street South (EW)
- d. For existing (Year 2011) traffic conditions, the study area intersections currently operate at Level of Service C or better during the morning/evening peak hours.

### **Traffic Summary**

- a. Approximately 5,000 gross square feet of the proposed new development will be allocated for food service use. Of that, 4,000 square feet will be allocated for high turn-over dining establishments (i.e. small sit-down boutique restaurants). Anticipated hours of operation will be daily from 11:00 AM to 10:00 PM for the high turn-over dining establishments. The remaining 1,000 square feet will be allocated for a fast food use (sandwich shop) with the hours of operation from 7:00 AM until 11:00 PM.

The remaining 8,525 gross square feet of new development will be allocated for general commercial uses (i.e. financial institutions of 4,000 square feet, computer electronic service, and cellular service/retail stores). It is anticipated the retail commercial uses would have hours of operation from 9:00 AM to 7:00 PM, daily.

- b. The existing site development generated a total of approximately 719 daily vehicle trips, 6 of which occur during the morning peak hour and 60 of which occur during the evening peak hour. The proposed project is projected to generate a total of approximately 2,017 daily vehicle trips, 114 of which would occur during the morning peak hour and 130 of which would occur during the evening peak hour.

It should be noted that for fast-food/high turn-over sit down restaurants and bank land uses, a portion of the traffic would come from pass-by trips. Pass-by trips are trips that are currently on the roadway system. The traffic volumes from the fast-food and high turn-over sit down restaurants have been reduced by 43% as a result of pass-by trips obtained from the Institute of Transportation Engineers and the bank has been reduced by 23% as a result of pass-by trips obtained from the San Diego Association of Governments. Based upon the difference in trips generated (less pass-by trips) between the current approval and proposed project, the proposed project is projected to generate a total of approximately 942 more daily vehicle trips, 67 more of which would occur during the morning peak hour and 55 more of which would occur during the evening peak hour.

- c. For existing (Year 2011) + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.
- d. As shown in Table 4 for the existing (Year 2011) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.
- e. The City of Newport Beach staff provided the approved and cumulative projects in the study area. The approved projects consist of development that has been approved but are not fully completed. Cumulative projects are known, but not approved project developments that are reasonably expected to be completed or nearly completed at the same time as the proposed project.



- f. The Traffic Phasing Ordinance (TPO) analysis resulted in the following study area intersections exceeding the one-percent threshold and requiring additional analysis:

MacArthur Boulevard (NS) at:

Campus Drive (EW) – Morning Peak Hour

Von Karman Avenue (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (NS) at:

Campus Drive (EW) – Morning Peak Hour

- g. For existing + growth (Year 2013) + approved projects traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.
- h. For existing + growth (Year 2013) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.
- i. As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.
- j. For existing + growth (Year 2013) + approved projects + cumulative projects traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.
- k. For existing + growth (Year 2013) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.
- l. As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

### **Recommended Improvements**

- a. Site-specific circulation and access recommendations are depicted on Figure 29.
- b. The proposed project site plan will reconfigure the surface parking lot layout on Parcel 1 and provide a total of 222 parking spaces for the entire site, including the 32 off-site parking spaces located in the nearby parking structure. The total maximum parking demand for the entire site is 225 parking spaces. The site does not provide sufficient

parking spaces to meet the City of Newport Beach Parking Code requirements and is deficient by three (3) parking spaces. It is recommended that the project obtain a waiver to allow for the reduction of the parking spaces required by three (3) parking spaces pursuant to the supplemental parking management plan prepared by Kunzman Associates, Inc.

- c. To assure smooth traffic operations for vehicles entering and exiting the site, a northbound left turn pocket on MacArthur Boulevard is recommended to accommodate a minimum pocket length of 120 feet.
- d. Sight distance at the project accesses shall be reviewed with respect to City of Newport Beach standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.
- e. On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project and as approved by the City of Newport Beach.

#### **Required Improvements**

- a. As shown in Table 4 for the existing (Year 2011) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.
- b. As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.
- c. As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours); therefore, no improvements are recommended at the study area intersections.

## **2. Project Description**

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This section discusses the project's location, proposed development, and traffic characteristics of such a development. Figure 1 shows the project location map. Figure 2 illustrates the site plan.

### **Location**

The project site is located at 4221 Dolphin Striker project in the City of Newport Beach. The project site currently has access to Dolphin Striker Way and Martingale Way.

### **Proposed Development**

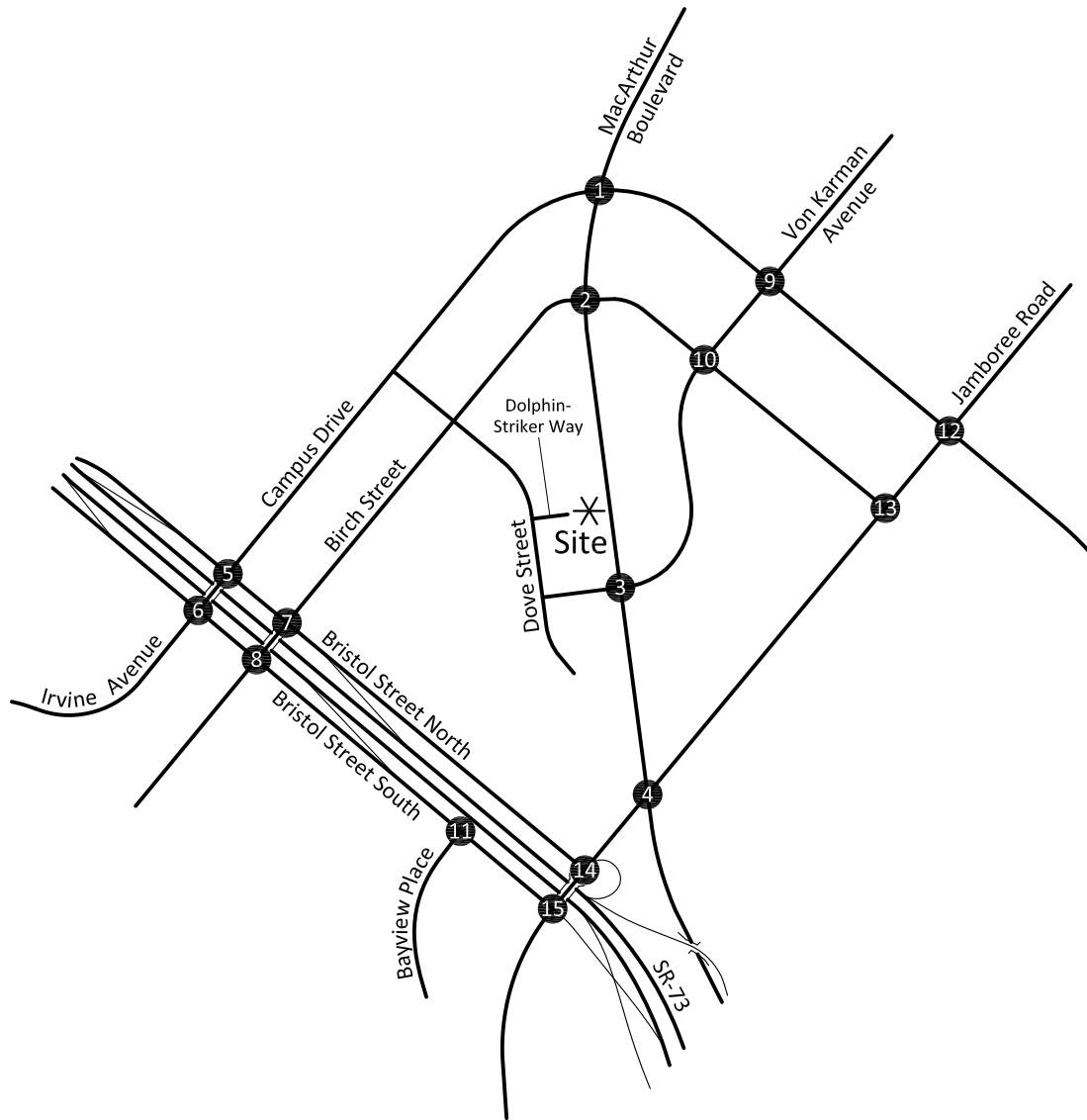
Approximately 5,000 gross square feet of the proposed new development will be allocated for food service use. Of that, 4,000 square feet will be allocated for high turn-over dining establishments (i.e. small sit-down boutique restaurants). Anticipated hours of operation will be daily from 11:00 AM to 10:00 PM for the high turn-over dining establishments. The remaining 1,000 square feet will be allocated for a fast food use (sandwich shop) with the hours of operation from 7:00 AM until 11:00 PM.

The remaining 8,525 gross square feet of new development will be allocated for general commercial uses (i.e. financial institutions of 4,000 square feet, computer electronic service, and cellular service/retail stores). It is anticipated the retail commercial uses would have hours of operation from 9:00 AM to 7:00 PM, daily.

### **Parking**

The proposed project is Parcel 1 of three parcels in Resubdivision 347. The three parcels share a common surface parking lot. The two other parcels are currently operating as Classic Q Billiards & Sports Club and Saagar Fine Cuisine of India. In addition, the proposed project has exclusive use to 32 parking spaces at a nearby parking structure through a Parking Agreement.

Figure 1  
Project Location Map



### Legend

① = Study Area Intersection

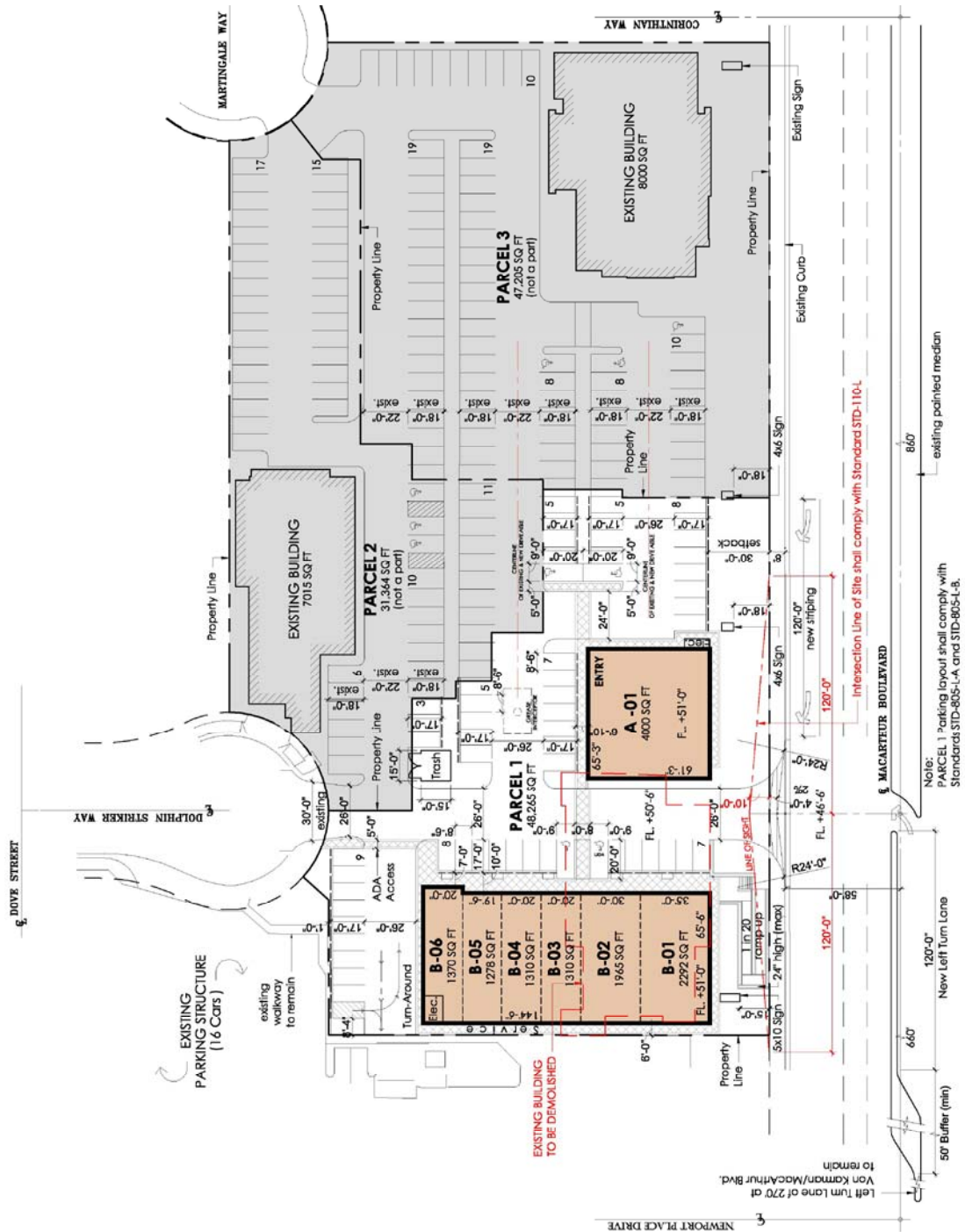


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4839c/1

Figure 2  
Site Plan



Note:  
PARCEL 1 Parking layout shall comply with  
Standards STD-805-L-A and STD-805-L-B.

### 3. Existing Traffic Conditions

---

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 8.

#### **Study Area Intersections**

The study area includes the following study area intersections:

MacArthur Boulevard (NS) at:  
Campus Drive (EW)  
Birch Street (EW)  
Von Karman Avenue (EW)  
Jamboree Road (EW)

Campus Drive/Irvine Avenue (NS) at:  
Bristol Street North (EW)  
Bristol Street South (EW)

Birch Street (NS) at:  
Bristol Street North (EW)  
Bristol Street South (EW)

Von Karman Avenue (NS) at:  
Campus Drive (EW)  
Birch Street (EW)

Bayview Place (NS) at:  
Bristol Street South (EW)

Jamboree Road (NS) at:  
Campus Drive (EW)  
Birch Street (EW)  
Bristol Street North (EW)  
Bristol Street South (EW)

#### **Existing Travel Lanes and Intersection Controls**

Figure 3 identifies the existing intersection controls and Figure 4 illustrates the existing number of through lanes for the study area intersections.

#### **Existing Master Plan of Arterial Highways**

Figure 5 exhibits the current City of Newport Beach General Plan Circulation Element. Both existing and future roadways are included in the Circulation Element of the General Plan and are

graphically depicted on Figure 5. This figure shows the nature and extent of arterial highways that are needed to serve adequately the ultimate development depicted by the Land Use Element of the General Plan. Figure 6 shows the City of Newport Beach General Plan roadway cross-sections.

### **Existing Traffic Volumes**

The City of Newport Beach provided the Year 2008/2009 morning and evening peak hour approach volumes at each study area intersection (see Appendix B). To account for regional growth on roadways, existing (Year 2011) traffic volumes have been calculated based on a 1 percent annual growth rate (see Appendix C). The 1 percent growth rate factor is for designated roadways within the City of Newport Beach. Existing (Year 2011) morning and evening peak hour intersection turning movement volumes are shown on Figures 7 and 8, respectively.

### **Existing Intersection Capacity Utilization**

The City of Newport Beach methodology used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing (Year 2011) traffic conditions have been calculated and are shown in Table 1. Existing (Year 2011) Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D. For existing (Year 2011) traffic conditions, the study area intersections currently operate at Level of Service C or better during the morning/evening peak hours.

**Table 1**

**Existing (Year 2011) Intersection Capacity Utilization and Levels of Service**

Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>2</sup>												Peak Hour ICU-LOS <sup>1</sup>	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
MacArthur Boulevard (NS) at:															
Campus Drive (EW)	TS	1	4	1	1	4	1	2	2.5	0.5	2	3	1>>	0.44-A	0.64-B
Birch Street (EW)	TS	1	3	1	1	3.5	0.5	1.5	1	0.5	1	2	1>>	0.38-A	0.46-A
Von Karman Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	2	1	1	0.55-A	0.56-A
Jamboree Road (EW)	TS	2	3	1>	2	3	1>>	2	3	1	2	3	1	0.60-B	0.68-B
Campus Drive/Irvine Avenue (NS) at:															
Bristol Street North (EW)	TS	2	3	0	0	4	2	0	0	0	1	3.5	0.5	0.49-A	0.74-C
Bristol Street South (EW)	TS	0	4.5	0.5	1	3	0	1.5	2.5	2	0	0	0	0.63-B	0.47-A
Birch Street (NS) at:															
Bristol Street North (EW)	TS	2	2	0	0	1.5	2.5	0	0	0	1.5	3	0.5	0.53-A	0.53-A
Bristol Street South (EW)	TS	0	2.5	1.5	2	2	0	1.5	3	0.5	0	0	0	0.39-A	0.44-A
Von Karman Avenue (NS) at:															
Campus Drive (EW)	TS	1	2	1>>	1	1.5	0.5	1	2	1	1	1.5	0.5	0.46-A	0.56-A
Birch Street (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	0.29-A	0.35-A
Bayview Place (NS) at:															
Bristol Street South (EW)	TS	0	0	2	0	0	0	0	4	1	0	0	0	0.42-A	0.54-A
Jamboree Road (NS) at:															
Campus Drive (EW)	TS	2	3.5	0.5	2	2.5	0.5	2	2	1>>	2	2	1	0.62-B	0.58-A
Birch Street (EW)	TS	1	2.5	0.5	1	3	1>>	1.5	0.5	1>>	0	1	0	0.51-A	0.42-A
Bristol Street North (EW)	TS	2	1.5	1.5>>	0	2.5	1.5	0	0	0	0	0	0	0.43-A	0.49-A
Bristol Street South (EW)	TS	0	4.5	0.5	0	3	0	1.5	1.5	2	0	0	0	0.61-B	0.66-B

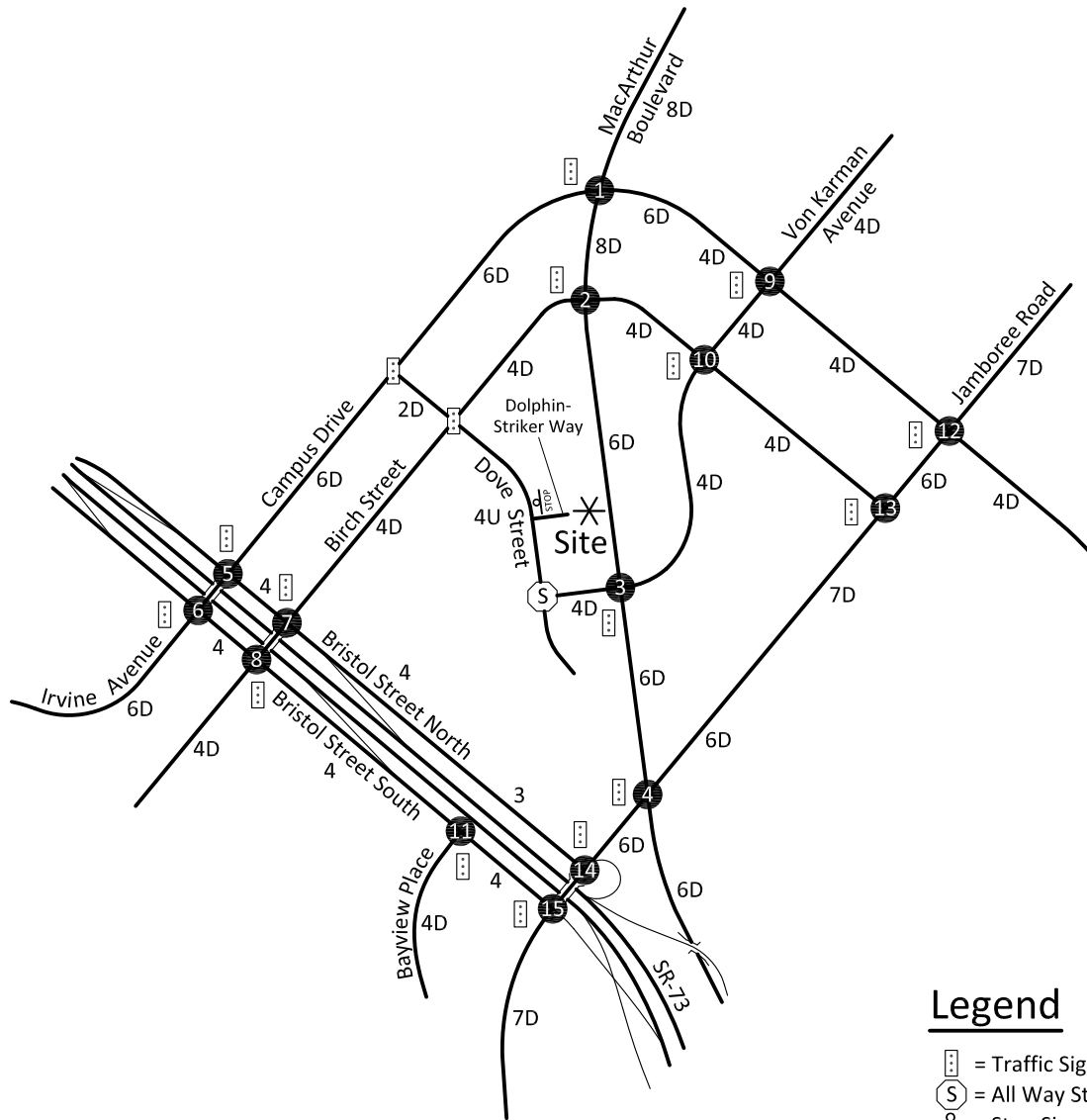
<sup>1</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).

<sup>2</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap




<sup>3</sup> TS = Traffic Signal



Figure 3  
Existing Through Travel Lanes and Intersection Controls



### Legend

-  = Traffic Signal
-  = All Way Stop
-  = Stop Sign
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided

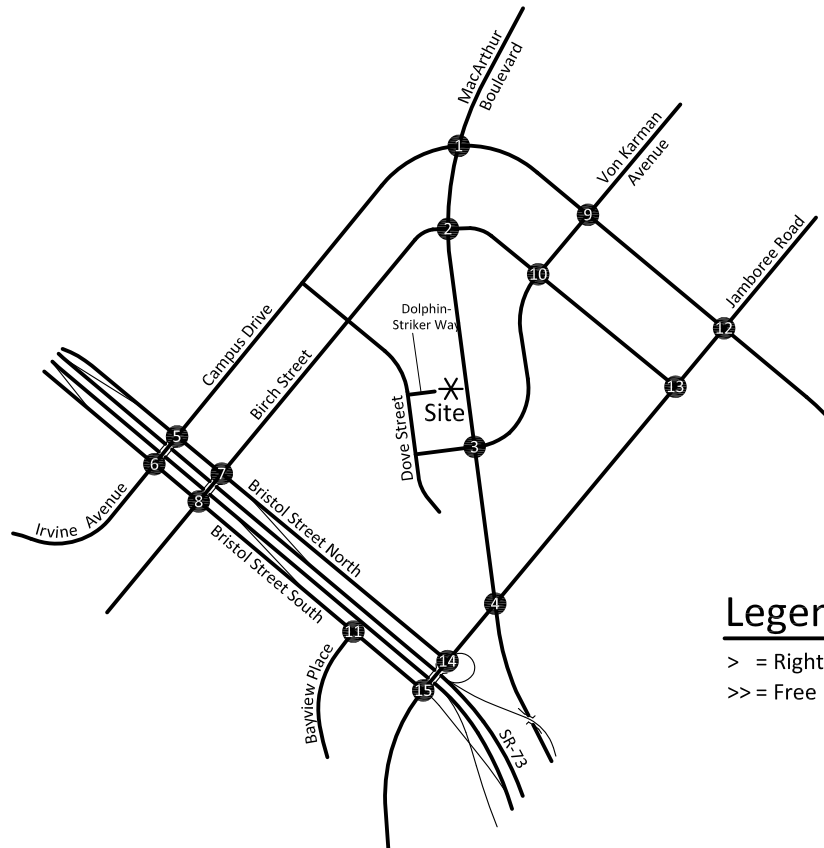
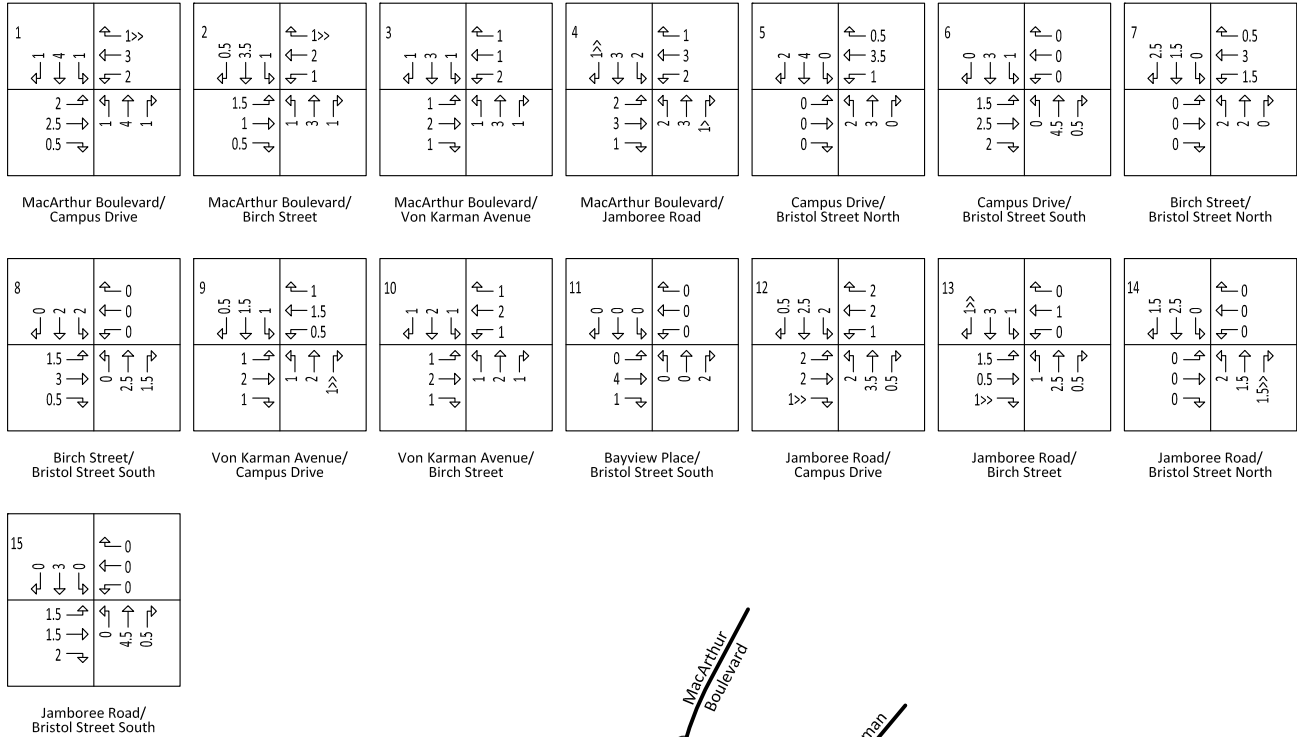


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4839c/3

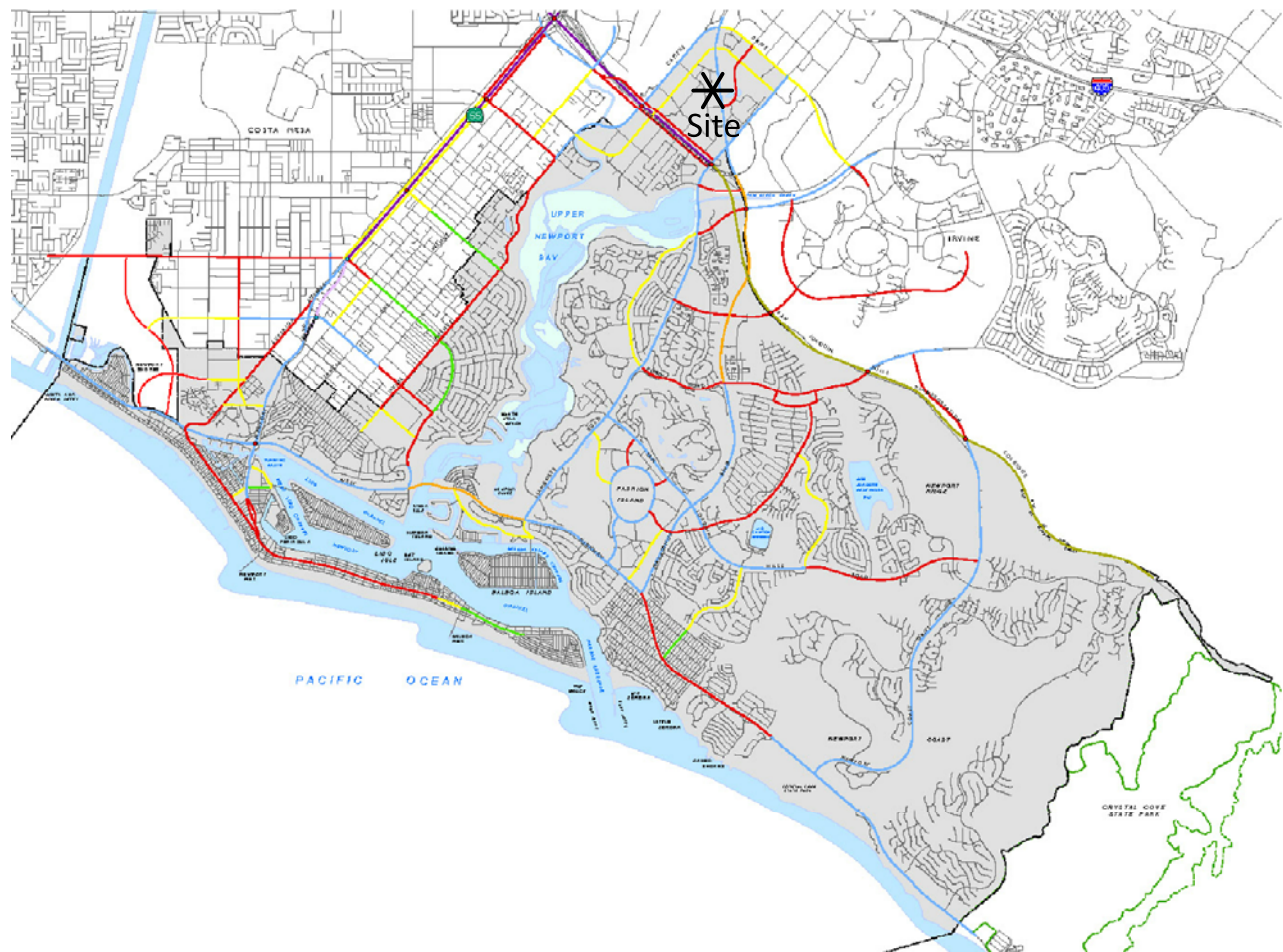
# Figure 4 Existing Through Travel Lanes



## Legend

- > = Right Turn Overlap
- >> = Free Right Turn

Figure 5  
City of Newport Beach General Plan Circulation Element



### Legend

- |  |  |  |  |
|--|--|--|--|
|  | ADOPTED INTERCHANGE                                    |  | PRIMARY ROAD<br>(NOT BUILT)<br>3.05 Miles                  |
|  | PROPOSED INTERCHANGE                                   |  | MAJOR ROAD<br>(SIX LANE DIVIDED)<br>30.64 Miles            |
|  | ROUTES REQUIRING<br>FURTHER COORDINATION<br>0.75 Miles |  | EIGHT LANE ROAD<br>(DIVIDED)<br>2.91 Miles                 |
|  | COMMUTER ROADWAY<br>(TWO LANE UNDIVIDED)<br>3.24 Miles |  | SAN JOAQUIN HILLS<br>TRANSPORTATION CORRIDOR<br>5.32 Miles |
|  | SECONDARY ROAD<br>(FOUR LANE UNDIVIDED)<br>16.88 Miles |  | ADOPTED FREEWAY<br>ROUTES<br>4.48 Miles                    |
|  | SECONDARY<br>(NOT BUILT)<br>0.29 Miles                 |  | FUTURE FREEWAY<br>EXTENSION<br>0.75 Miles                  |
|  | PRIMARY ROAD<br>(FOUR LANE DIVIDED)<br>29.62 Miles     |  |  |



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Source: City of Newport Beach

4839c/5

Figure 6  
City of Newport Beach General Plan Roadway Cross-Sections

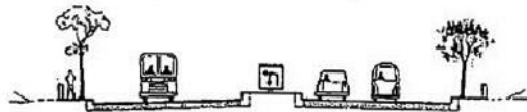
**PRINCIPAL - 144'**  
**(8 LANES DIVIDED)**



**MAJOR - 128'**  
**(6 LANES DIVIDED)**



**PRIMARY - 104'**  
**(4 LANES DIVIDED)**



**SECONDARY - 84'**  
**(4 LANES UNDIVIDED)**

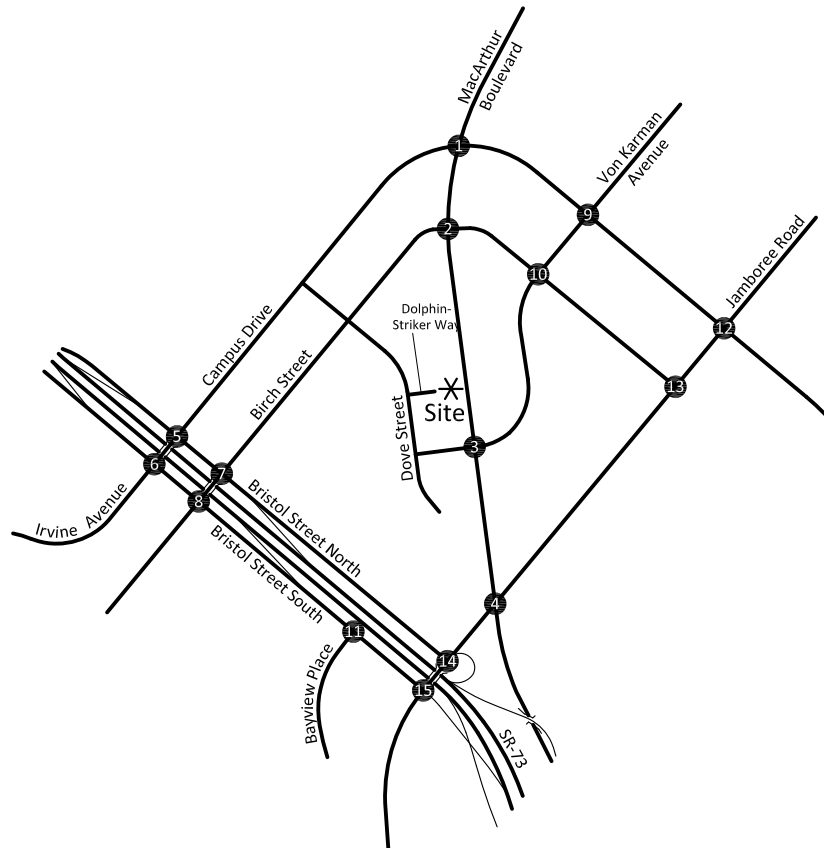


**COMMUTER - 56'**  
**(2 LANES UNDIVIDED)**

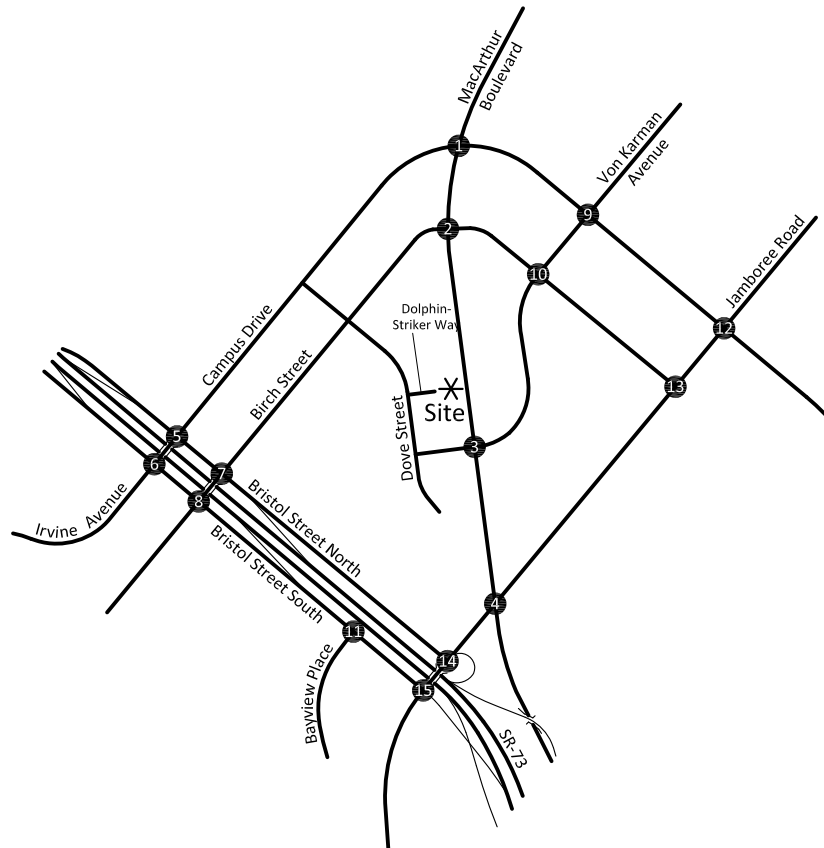
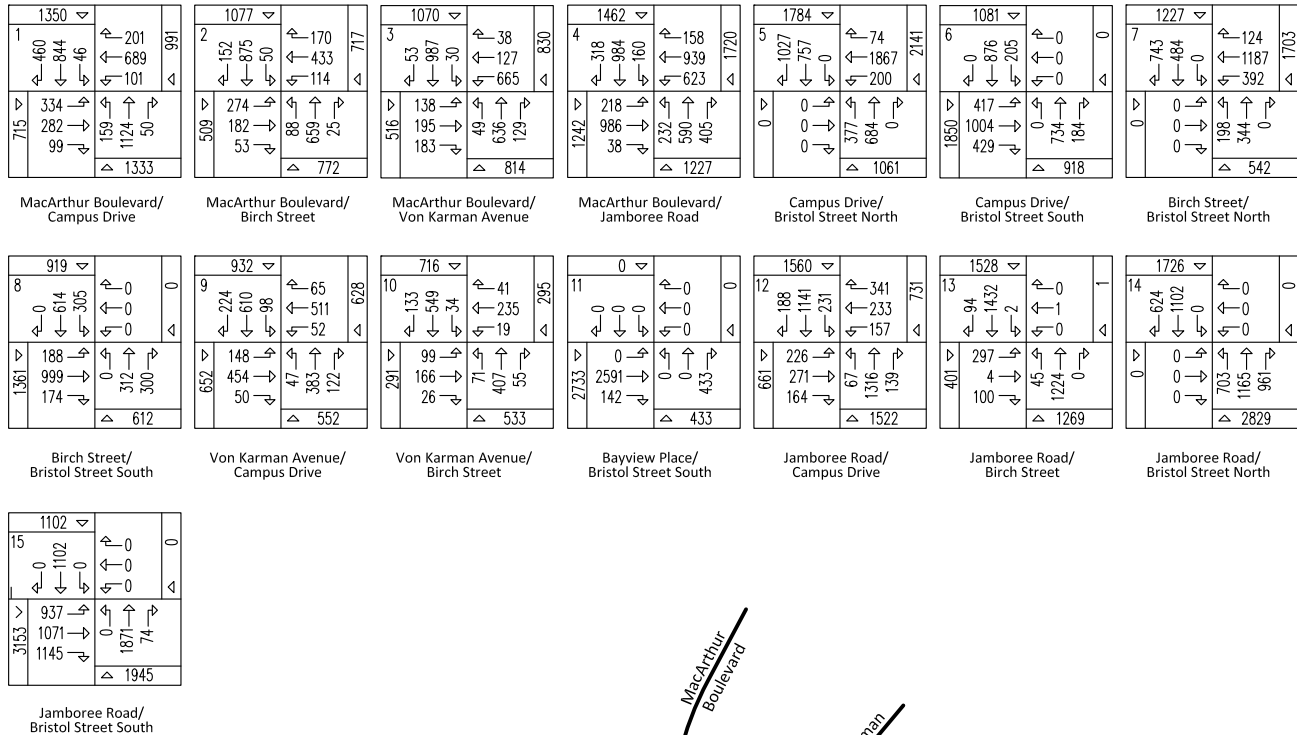


**Figure 7**  
**Existing (Year 2011)**  
**Morning Peak Hour Intersection Turning Movement Volumes**

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**Figure 8**  
**Existing (Year 2011)**  
**Evening Peak Hour Intersection Turning Movement Volumes**



## 4. Project Traffic

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The proposed project is a redevelopment of an approximately 48,221 square-foot (1.11 acres) site. Approximately 13,525 gross square feet of new commercial retail and food uses are proposed to replace the existing single-story 7,996 square-foot vacant quality restaurant. The new development will consist of two, free-standing, single-story buildings. Each has a maximum building height of 29 feet.

Approximately 5,000 gross square feet of the proposed new development will be allocated for food service use. Of that, 4,000 square feet will be allocated for high turn-over dining establishments (i.e. small sit-down boutique restaurants). Anticipated hours of operation will be daily from 11:00 AM to 10:00 PM for the high turn-over dining establishments. The remaining 1,000 square feet will be allocated for a fast food use (sandwich shop) with the hours of operation from 7:00 AM until 11:00 PM.

The remaining 8,525 gross square feet of new development will be allocated for general commercial uses (i.e. financial institutions of 4,000 square feet, computer electronic service, and cellular service/retail stores). It is anticipated the retail commercial uses would have hours of operation from 9:00 AM to 7:00 PM, daily.

### **Traffic Generation**

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the traffic generation rates by the land use quantities, the project-generated traffic volumes are determined. Table 2 exhibits the traffic generation rates. The trip generation rates are derived from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008. Table 3 shows the project peak hour volumes and project daily traffic volumes.

The existing site development generated a total of approximately 719 daily vehicle trips, 6 of which occur during the morning peak hour and 60 of which occur during the evening peak hour. The proposed project is projected to generate a total of approximately 2,017 daily vehicle trips, 114 of which would occur during the morning peak hour and 130 of which would occur during the evening peak hour.

It should be noted that for fast-food/high turn-over sit down restaurants and bank land uses, a portion of the traffic would come from pass-by trips. Pass-by trips are trips that are currently on the roadway system. The traffic volumes from the fast-food and high turn-over sit down restaurants have been reduced by 43% as a result of pass-by trips obtained from the Institute of Transportation Engineers and the bank has been reduced by 23% as a result of pass-by trips obtained from the San Diego Association of Governments. Based upon the difference in trips generated (less pass-by trips) between the current approval and proposed project, the proposed

project is projected to generate a total of approximately 942 more daily vehicle trips, 67 more of which would occur during the morning peak hour and 55 more of which would occur during the evening peak hour.

#### **Traffic Distribution and Assignment**

Traffic distribution is the determination of the directional orientation of traffic. It is based on the geographical location of employment centers, commercial centers, recreational areas, or residential area concentrations. The TPO requires the trip distribution percentages to be in increments of 5%. Traffic assignment is the determination of which specific route development traffic will use, once the generalized traffic distribution is determined. The basic factors affecting route selection are minimum time path and minimum distance path.

Figures 9 and 10 contain the directional distribution and assignment of the project traffic for the proposed land uses.

#### **Project-Related Traffic**

Based on the identified traffic generation and distributions, project morning and evening peak hour intersection turning movement volumes are shown on Figures 11 and 12, respectively. Project (net increase) morning and evening peak hour intersection turning movement volumes are shown on Figures 13 and 14, respectively



**Table 2****Traffic Generation Rates<sup>1</sup>**

Land Use	Units <sup>2</sup>	Peak Hour						Daily
		Morning			Evening			
		Inbound	Outbound	Total	Inbound	Outbound	Total	
Retail	TSF	NOM <sup>3</sup>	NOM	NOM	1.19	1.52	2.71	44.32
Quality Restaurant	TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95
High Turnover (Sit-Down) Restaurant	TSF	5.99	5.53	11.52	6.58	4.57	11.15	127.15
Fast-Food Restaurant	TSF	26.32	17.55	43.87	13.34	12.81	26.15	716.00
Bank	TSF	4.20	1.80	6.00	4.80	7.20	12.00	150.00

<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Categories 814, 931, 932, and 933.

San Diego Association of Governments, (Not So) Brief Guide of Vehicular Traffic Generation Rates April, 2002.

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> NOM = Nominal. It is anticipated the retail commercial uses would have hours of operations from 9:00 AM to 7:00 PM, daily.

**Table 3**

**Project Traffic Generation**

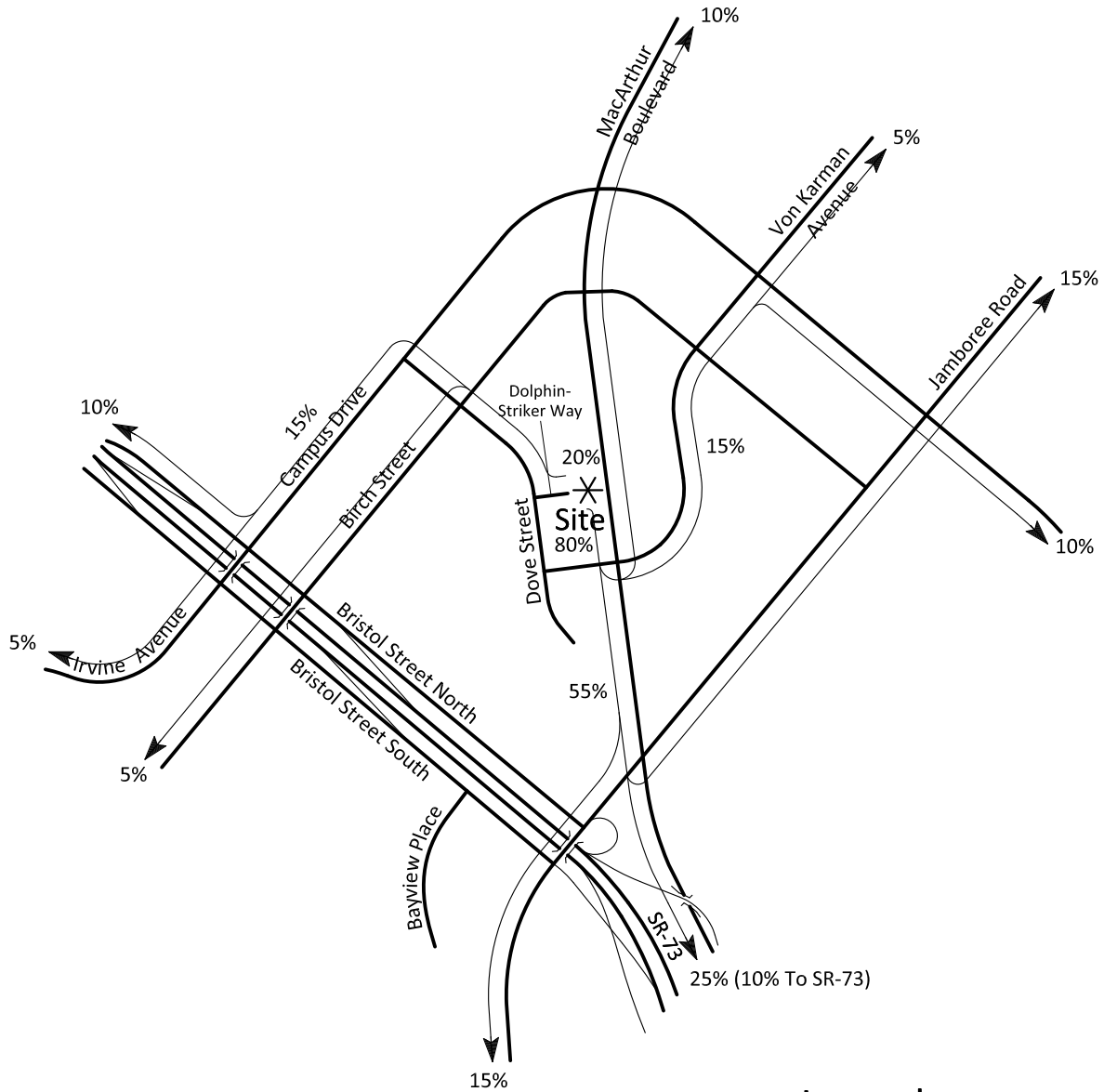
Traffic Phasing Ordinance (TPO)									
Land Use	Quantity	Units <sup>1</sup>	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Existing Use</u>									
Quality Restaurant	7.996	TSF	5	1	6	40	20	60	719
Pass-By (43%)			-2	-1	-3	-17	-9	-26	-309
Total			3	0	3	23	11	34	410
<u>Proposed Uses</u>									
Retail	4.325	TSF	NOM <sup>2</sup>	NOM	NOM	5	7	12	192
Fast Food Restaurant	1.000	TSF	26	18	44	13	13	26	716
High Turnover (Sit-Down) Restaurant	4.000	TSF	24	22	46	26	18	44	509
Bank	4.000	TSF	17	7	24	19	29	48	600
Subtotal	13.325	TSF	67	47	114	63	67	130	2,017
Pass-By <sup>3</sup>			-25	-19	-44	-21	-20	-41	-665
Total			42	28	70	42	47	89	1,352
Difference			39	28	67	19	36	55	942
California Environmental Quality Act (CEQA)									
Land Use	Quantity	Units <sup>1</sup>	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Proposed Uses</u>									
Retail	4.325	TSF	NOM <sup>2</sup>	NOM	NOM	5	7	12	192
Fast Food Restaurant	1.000	TSF	26	18	44	13	13	26	716
High Turnover (Sit-Down) Restaurant	4.000	TSF	24	22	46	26	18	44	509
Bank	4.000	TSF	17	7	24	19	29	48	600
Subtotal	13.325	TSF	67	47	114	63	67	130	2,017
Pass-By <sup>3</sup>			-25	-19	-44	-21	-20	-41	-665
Total			42	28	70	42	47	89	1,352

<sup>1</sup> TSF = Thousand Square Feet

<sup>2</sup> NOM = Nominal. It is anticipated the retail commercial uses would have hours of operations from 9:00 AM to 7:00 PM, daily.

<sup>3</sup> The traffic volumes from the fast-food and high turn-over sit down restaurants have been reduced by 43% as a result of pass-by trips obtained from the Institute of Transportation Engineers and the bank has been reduced by 23% as a result of pass-by trips obtained from the San Diego Association of Governments.

Figure 9  
Project Outbound Traffic Distribution

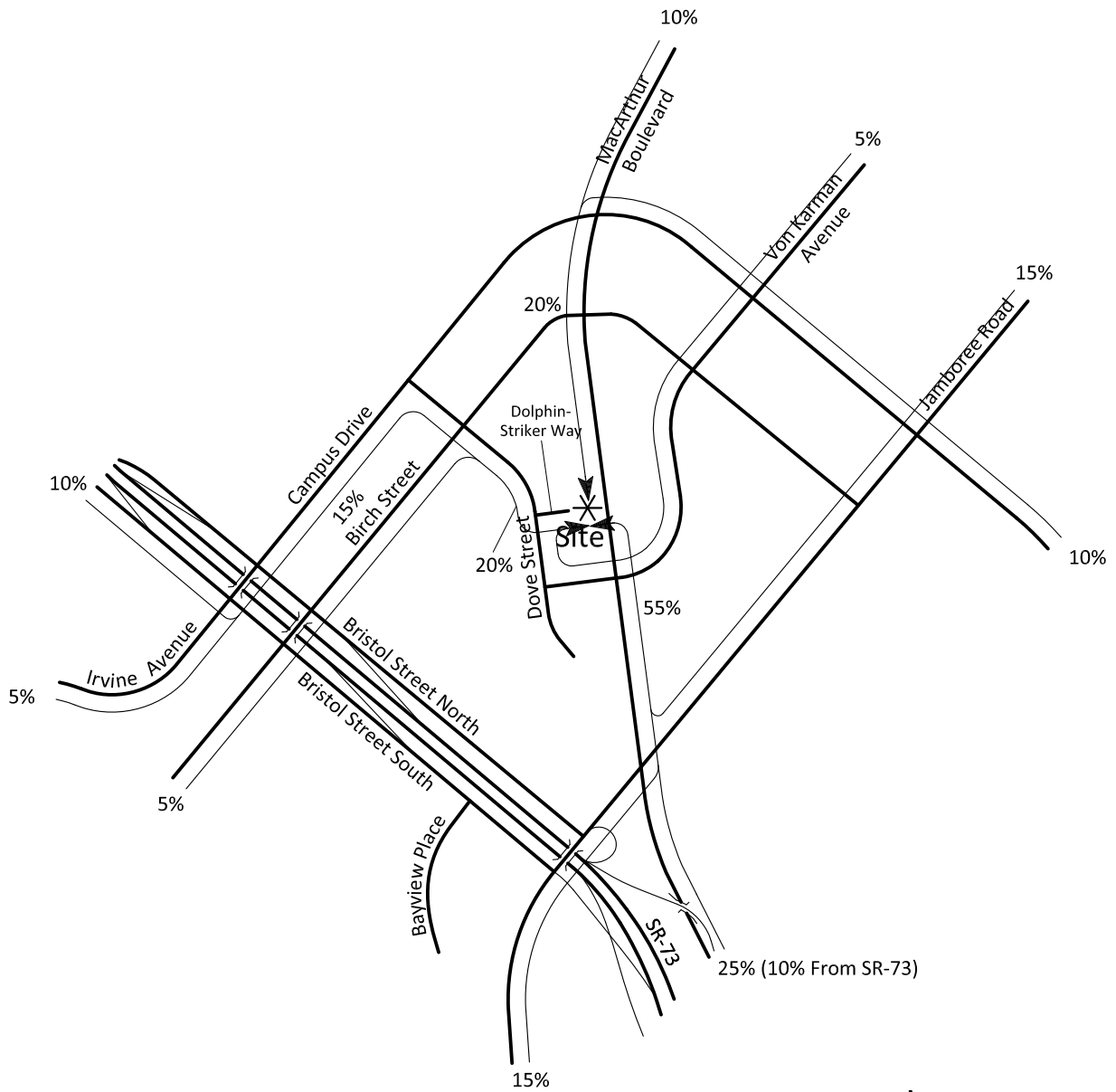


**Legend**

25% = Percent From Project



Figure 10  
Project Inbound Traffic Distribution



### Legend

25% = Percent To Project



**Figure 11**  
**Project Morning Peak Hour**  
**Intersection Turning Movement Volumes**

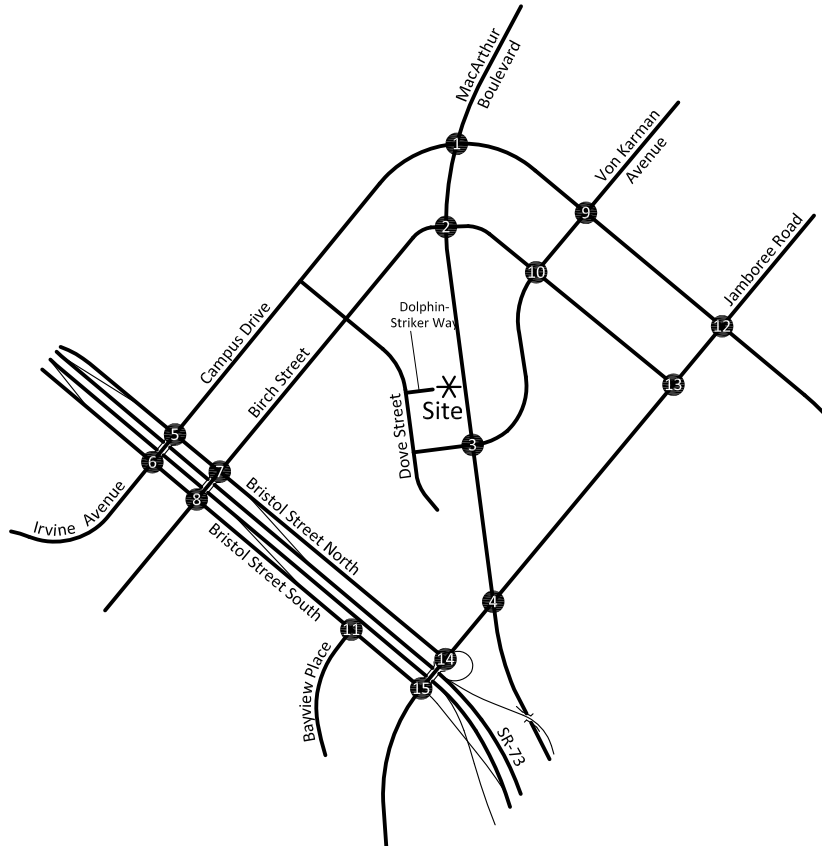
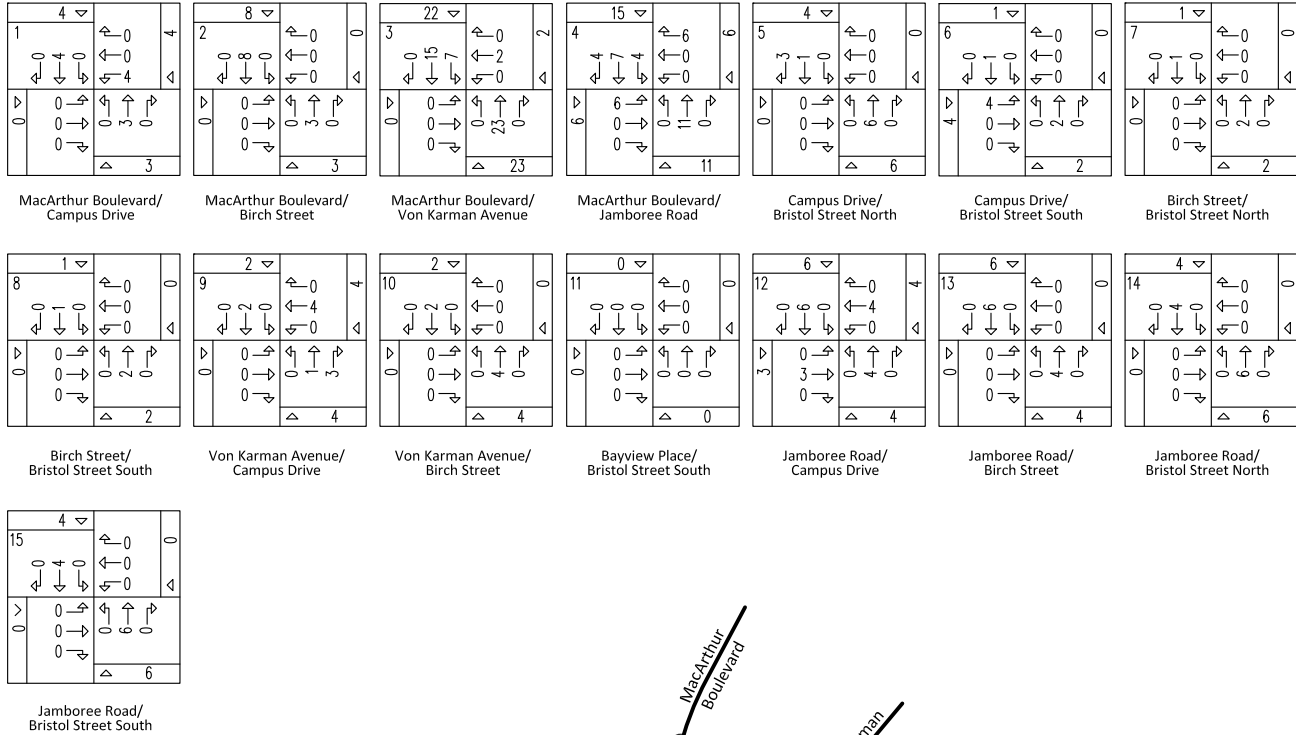
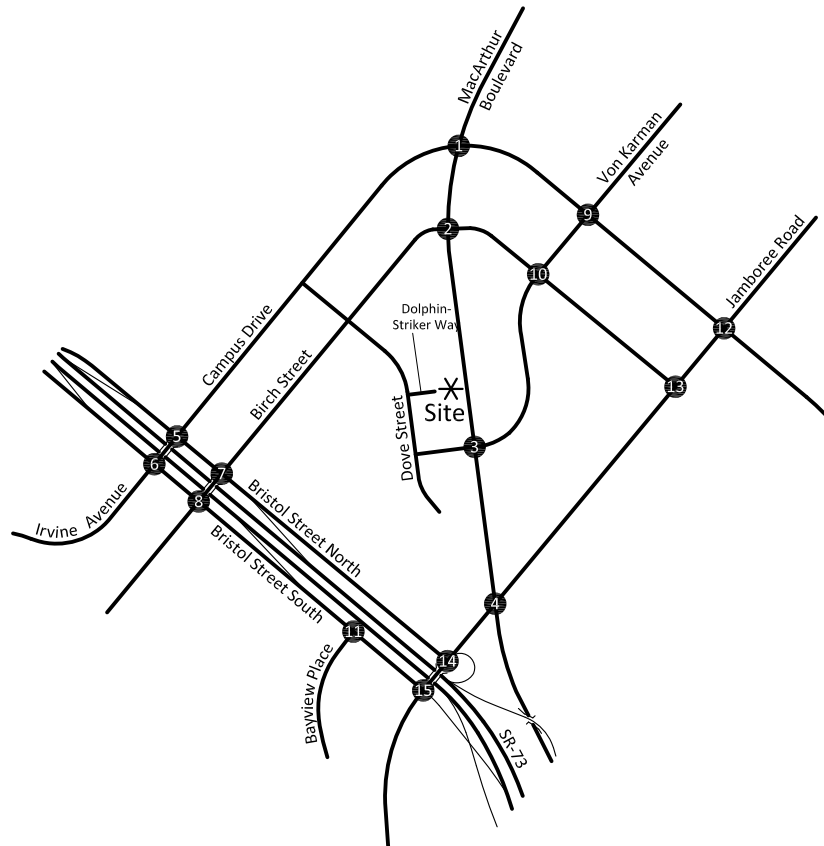
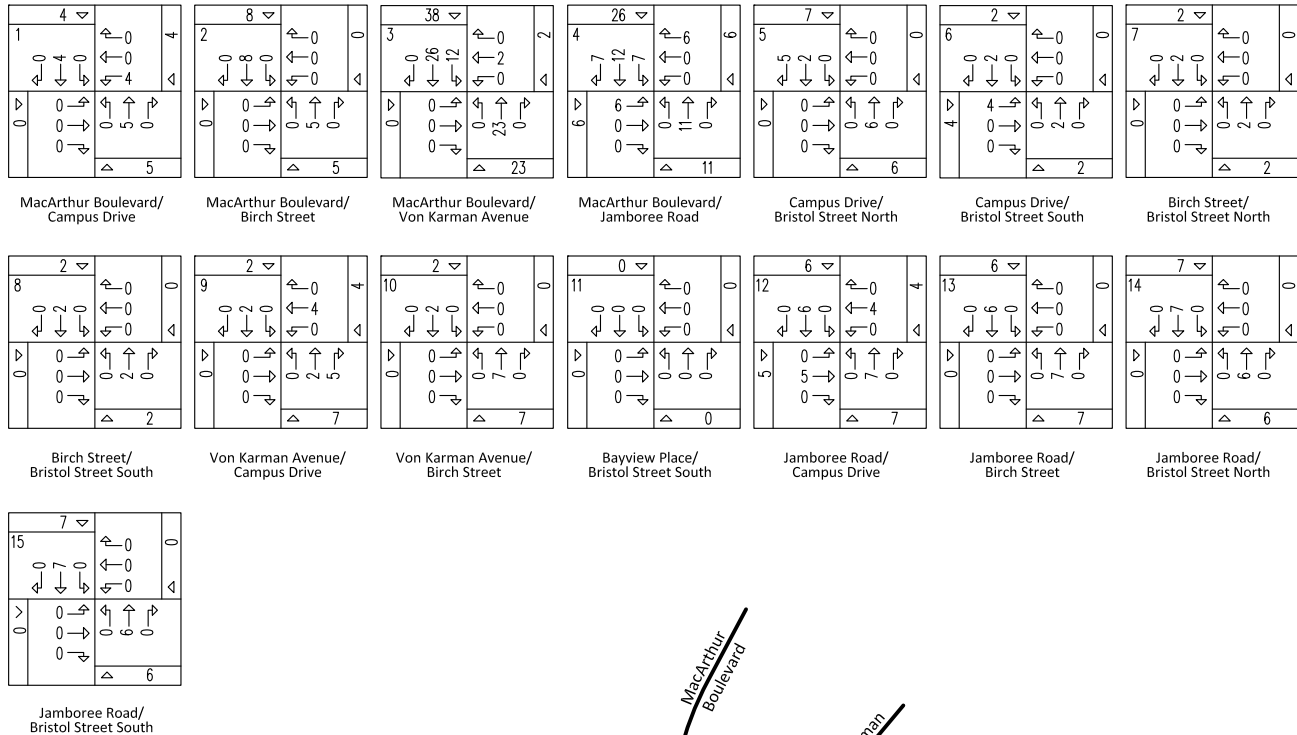
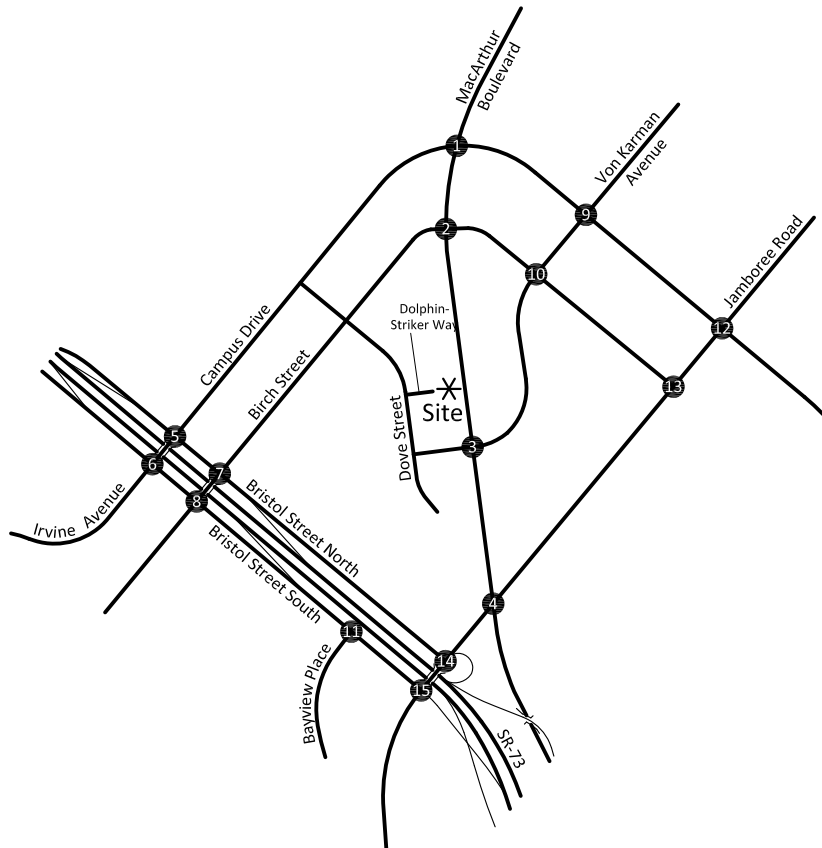
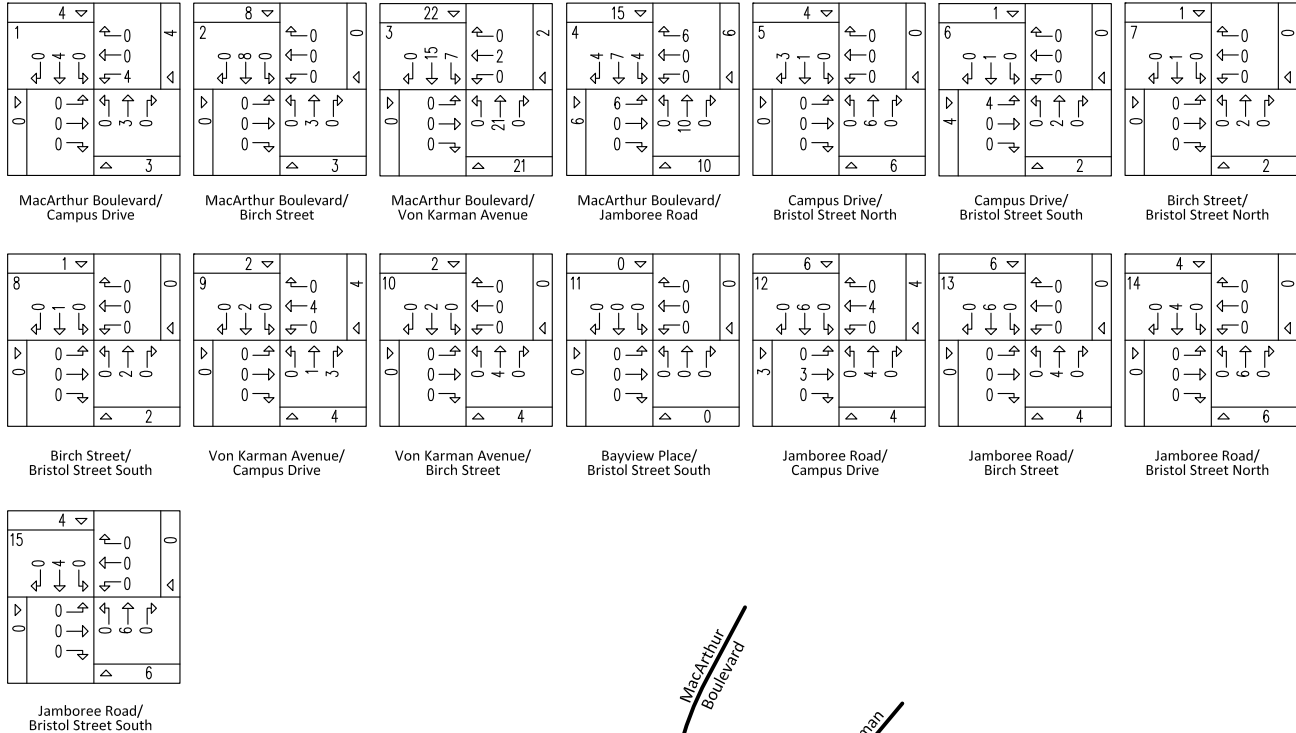


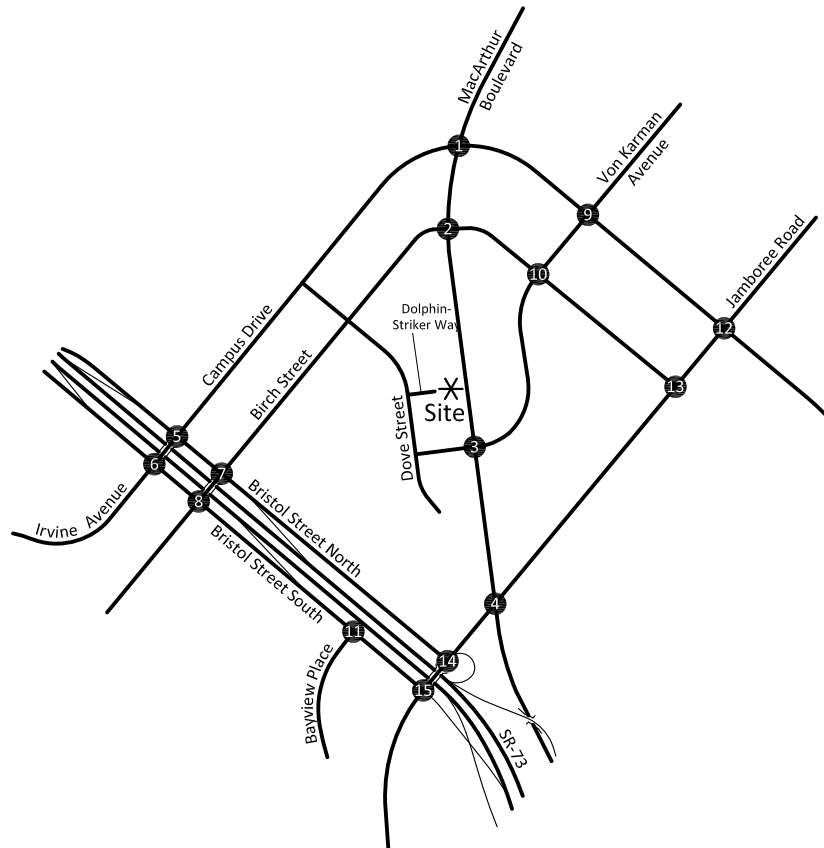
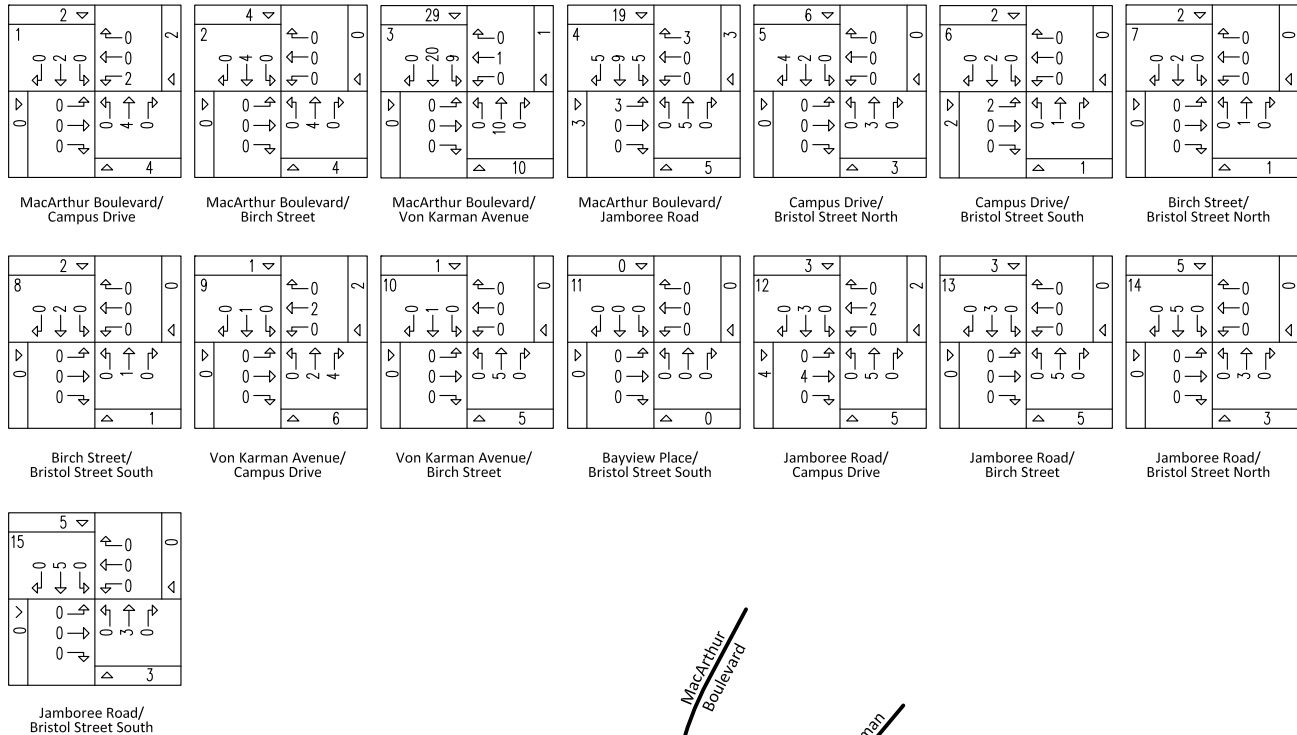
Figure 12  
Project Evening Peak Hour  
Intersection Turning Movement Volumes



**Figure 13**  
**Project (Net Increase)**  
**Morning Peak Hour Intersection Turning Movement Volumes**



**Figure 14**  
**Project (Net Increase)**  
**Evening Peak Hour Intersection Turning Movement Volumes**





## 5. Existing (Year 2011) + Project Analysis

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The existing (Year 2011) + project analysis has been completed for the study area intersections based upon California Environmental Quality Act (CEQA) requirements (this part of the analysis is consistent with CEQA).

In order to analyze a “conservative” scenario in terms of the assignment of traffic, the Existing (Year 2011) + project analysis does not credit the existing site development.

### **Intersection Capacity Utilization**

The City of Newport Beach methodology used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing (Year 2011) + project traffic conditions have been calculated and are shown in Table 4. Existing (Year 2011) + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 15 and 16, respectively. Existing (Year 2011) + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D. For existing (Year 2011) + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.

### **Significance Criteria**

The City of Newport Beach intersection significance criteria requires an increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

As shown in Table 4 for the existing (Year 2011) + project analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

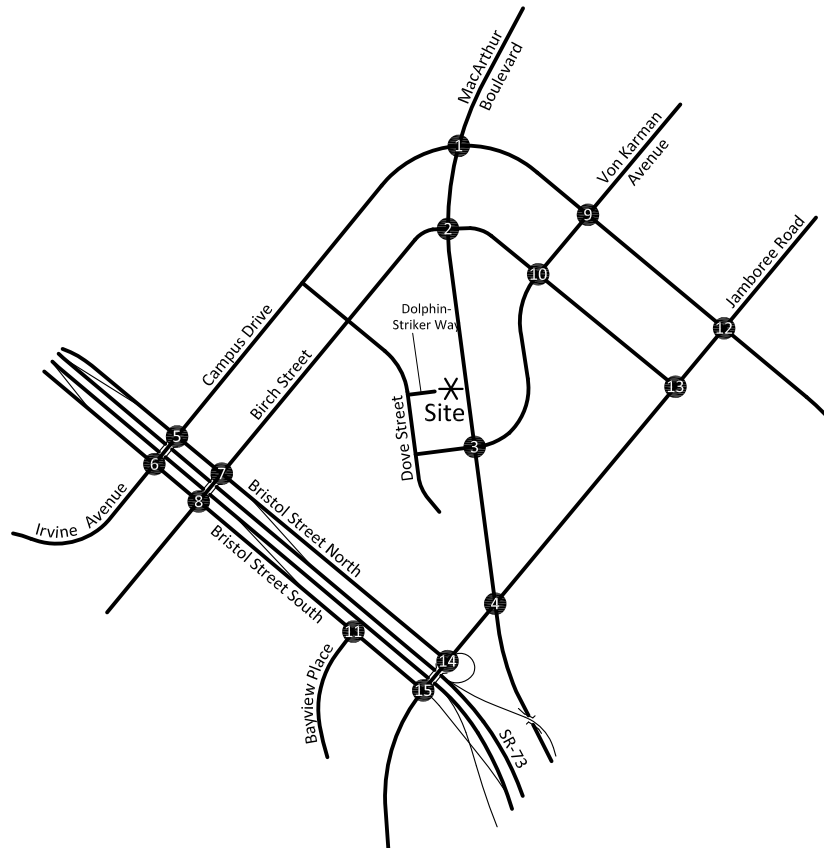
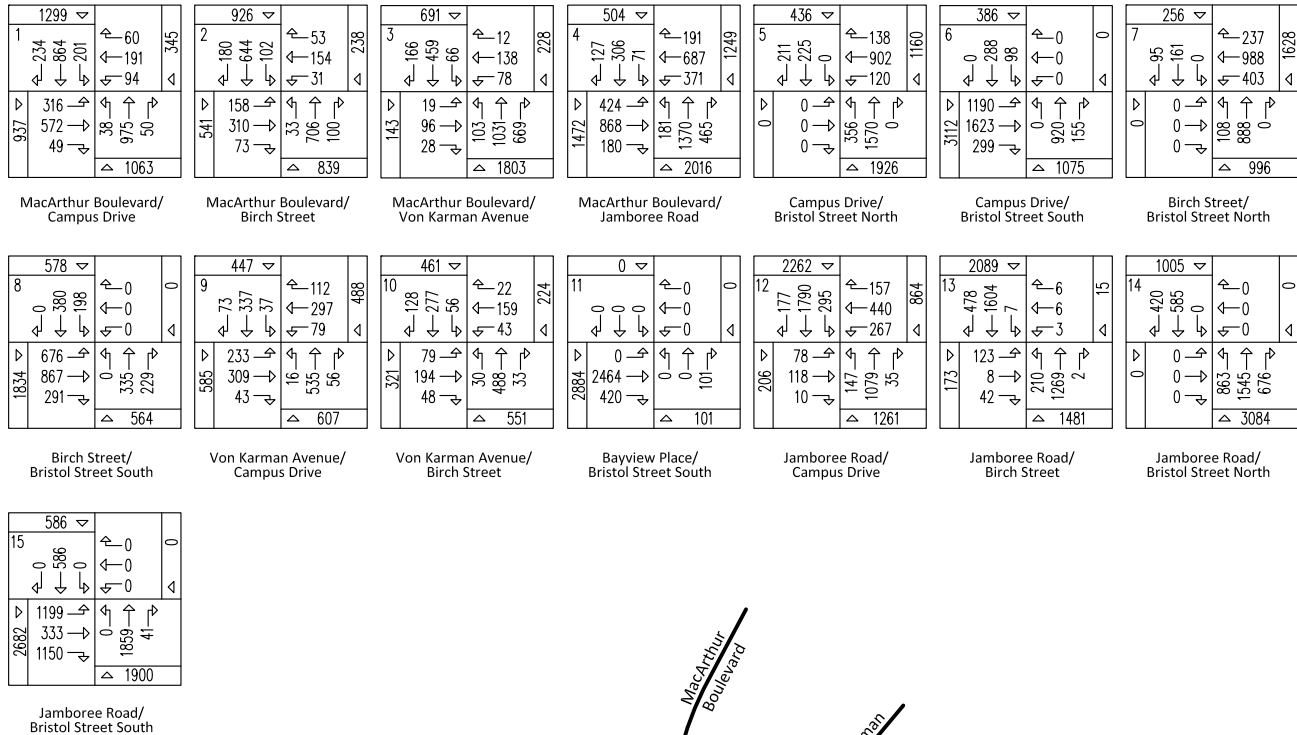
Table 4

## Existing (Year 2011) + Project Intersection Capacity Utilization and Levels of Service

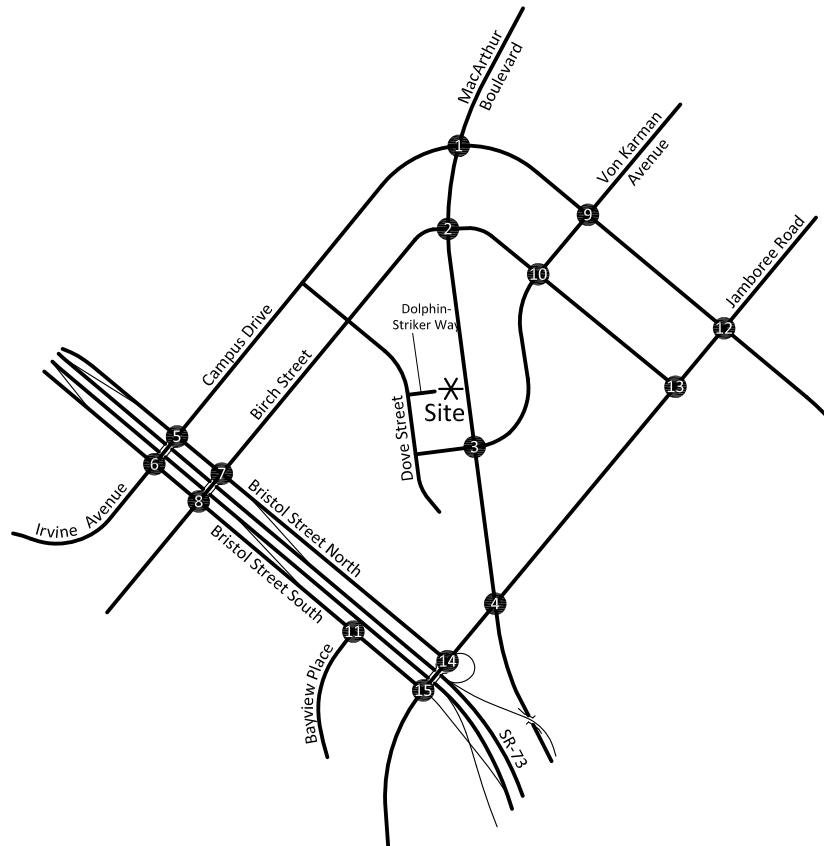
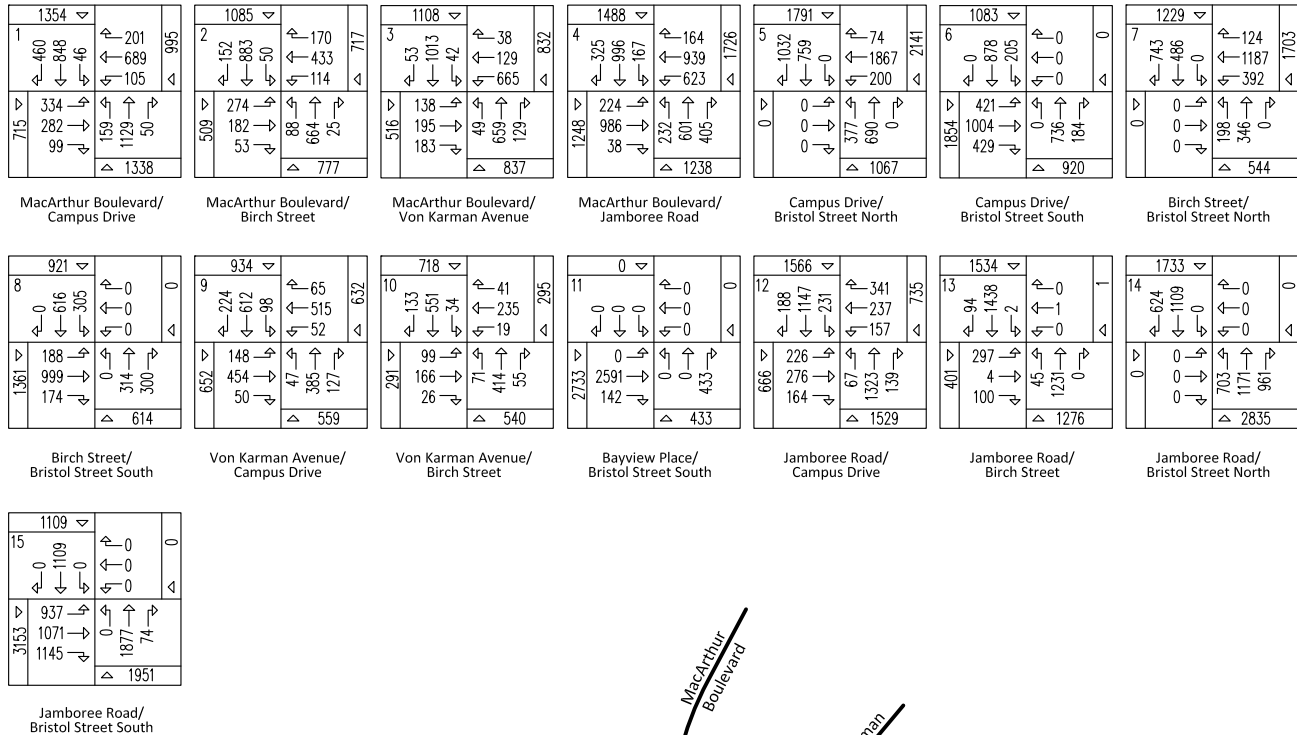
Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>2</sup>												Peak Hour ICU-LOS <sup>1</sup>				ICU Increase	
														Existing (Year 2011)		Existing (Year 2011)			
		+ Project																	
				Morning	Evening	Morning	Evening												
MacArthur Boulevard (NS) at:																			
Campus Drive (EW)	TS	1	4	1	1	4	1	2	2.5	0.5	2	3	1>>	0.435-A	0.635-B	0.437-A	0.635-B	+0.002	+0.000
Birch Street (EW)	TS	1	3	1	1	3.5	0.5	1.5	1	0.5	1	2	1>>	0.380-A	0.457-A	0.380-A	0.458-A	+0.000	+0.001
Von Karman Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	2	1	1	0.552-A	0.558-A	0.558-A	0.564-A	+0.006	+0.006
Jamboree Road (EW)	TS	2	3	1>	2	3	1>>	2	3	1	2	3	1	0.601-B	0.678-B	0.604-B	0.680-B	+0.003	+0.002
Campus Drive/Irvine Avenue (NS) at:																			
Bristol Street North (EW)	TS	2	3	0	0	4	2	0	0	0	1	3.5	0.5	0.488-A	0.742-C	0.490-A	0.744-C	+0.002	+0.002
Bristol Street South (EW)	TS	0	4.5	0.5	1	3	0	1.5	2.5	2	0	0	0	0.634-B	0.465-A	0.635-B	0.466-A	+0.001	+0.001
Birch Street (NS) at:																			
Bristol Street North (EW)	TS	2	2	0	0	1.5	2.5	0	0	0	1.5	3	0.5	0.532-A	0.527-A	0.533-A	0.527-A	+0.001	+0.000
Bristol Street South (EW)	TS	0	2.5	1.5	2	2	0	1.5	3	0.5	0	0	0	0.391-A	0.436-A	0.391-A	0.437-A	+0.000	+0.001
Von Karman Avenue (NS) at:																			
Campus Drive (EW)	TS	1	2	1>>	1	1.5	0.5	1	2	1	1	1.5	0.5	0.462-A	0.563-A	0.463-A	0.564-A	+0.001	+0.001
Birch Street (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	0.285-A	0.351-A	0.287-A	0.352-A	+0.002	+0.001
Bayview Place (NS) at:																			
Bristol Street South (EW)	TS	0	0	2	0	0	0	0	4	1	0	0	0	0.417-A	0.540-A	0.417-A	0.540-A	+0.000	+0.000
Jamboree Road (NS) at:																			
Campus Drive (EW)	TS	2	3.5	0.5	2	2.5	0.5	2	2	1>>	2	2	1	0.615-B	0.583-A	0.618-B	0.584-A	+0.003	+0.001
Birch Street (EW)	TS	1	2.5	0.5	1	3	1>>	1.5	0.5	1>>	0	1	0	0.514-A	0.421-A	0.516-A	0.423-A	+0.002	+0.002
Bristol Street North (EW)	TS	2	1.5	1.5>>	0	2.5	1.5	0	0	0	0	0	0	0.426-A	0.489-A	0.427-A	0.490-A	+0.001	+0.001
Bristol Street South (EW)	TS	0	4.5	0.5	0	3	0	1.5	1.5	2	0	0	0	0.611-B	0.661-B	0.612-B	0.662-B	+0.001	+0.001

<sup>1</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).<sup>2</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap<sup>3</sup> TS = Traffic Signal

**Figure 15**  
**Existing (Year 2011) + Project**  
**Morning Peak Hour Intersection Turning Movement Volumes**



**Figure 16**  
**Existing (Year 2011) + Project**  
**Evening Peak Hour Intersection Turning Movement Volumes**



## 6. TPO Analysis

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The Traffic Phasing Ordinance (TPO) analysis has been performed for the study area intersections.

The existing site development was still occupied at the time the existing intersection turning movement volumes were obtained. Therefore, the TPO analysis has credited the existing site development and analyzes the net increase of project traffic generation.

### **Approved Projects**

The City of Newport Beach staff provided the approved projects in the study area for the TPO analysis. The approved projects consist of development that has been approved but are not fully completed (see Table 5 and Appendix E). The approved project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 17 and 18, respectively.

An approved project is one that has been approved pursuant to the TPO, requires no further discretionary approval by the City of Newport Beach, and has received, or is entitled to receive, a building or grading permit for construction of the project or one or more phases of the project. Trips generated by approved projects shall be included subject to the following:

- All trips generated by each approved project or that portion or phase of the approved project for which no certificate of occupancy has been issued shall be included in any traffic study conducted prior to the expiration date of that approved project.
- In the event a final certificate of occupancy has been issued for one or more phases of a approved project, all trips shall be included in subsequent traffic studies until completion of the first field counts required by Subsection 3(d)(i) subsequent to the date on which the final certificate of occupancy was issued. Subsequent to completion of the field counts, those trips generated by phases of the approved project that have received a final certificate of occupancy shall no longer be included in subsequent traffic studies.
- The Traffic Manager and Planning Director shall maintain a list of approved projects and, at least annually, update the list to reflect new approvals pursuant to the TPO as well as completion of all or a portion of each approved project. An approved project shall not be removed from the approved project list until a final certificate of occupancy has been issued for all phases and the field counts required by Subsection 3(d)(i) have been taken subsequent to issuance of the certificate of occupancy.
- The total trips generated by approved projects shall be reduced by twenty (20%) to account for the interaction of approved project trips.

### **Regional Growth**

To account for regional growth on roadways, Year 2013 traffic volumes have been calculated based on a 1 percent annual growth rate over a two-year period (see Appendix C). The regional growth rate has been obtained from the City of Newport Beach. The project is expected to open in Year 2012; therefore the traffic analysis is one year after opening year.

### **One-Percent Methodology**

One-percent of the projected peak hour volumes of each approach of each study area intersection were compared with the peak hour distributed volumes from the proposed project. A summary of this TPO comparison is shown within Appendix F.

If one-percent of the existing + growth (Year 2013) + approved projects traffic peak hour volumes of each approach is greater than the peak hour project generated approach volumes, no further analysis is required. Existing + growth (Year 2013) + approved projects morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 19 and 20, respectively. Existing + growth (Year 2013) + approved projects + project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 21 and 22, respectively. If project generated peak hour approach volumes are higher than one-percent of the projected peak hour volumes on any approach of an intersection, the intersection would require analysis utilizing the Intersection Capacity Utilization methodology.

Comparison of the one-percent of the existing + growth (Year 2013) + approved projects traffic peak hour approach volumes with the project generated peak hour approach volumes resulted in the following study area intersections exceeding the one-percent threshold and requiring additional analysis (see Table 6 and Appendix F):

MacArthur Boulevard (NS) at:

Campus Drive (EW) – Morning Peak Hour

Von Karman Avenue (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (NS) at:

Campus Drive (EW) – Morning Peak Hour

### **Intersection Capacity Utilization**

The City of Newport Beach methodology used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. The Intersection Capacity Utilization methodology (see Appendix D) is not the only method to analyze a signalized intersection, but the preferred method per the City of Newport Beach TPO. To calculate an Intersection Capacity Utilization value the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing + growth (Year 2013) + approved projects traffic conditions have been calculated and are shown in Table 7. Existing + growth (Year 2013) + approved projects Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D. For existing + growth (Year 2013) + approved projects traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.

The Levels of Service for existing + growth (Year 2013) + approved projects + project traffic conditions have been calculated and are shown in Table 7. Existing + growth (Year 2013) + approved projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D. For existing + growth (Year 2013) + approved projects + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.

### **Significance Criteria**

The City of Newport Beach intersection significance criteria requires an increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

As shown in Table 7 for the TPO analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

**Table 5**

**Approved Project List**

Project Name
Fashion Island Expansion
Temple Bat Yahm Expansion
Ciosa - Irvine Project
Newport Dunes
Hoag Hospital Phase III
St. Mark Presbyterian Church
OLQA Church Expansion
2300 Newport Boulevard
Newport Executive Court
Hoag Health Center
North Newport Center
Santa Barbara Condo (Marriott)
Newport Beach City Hall
328 Old Newport Medical Office
Coastline Community College
Bayview Medical Office



Table 6

## TPO Analysis One-Percent Threshold

Intersection	Peak Hour	Approach Direction <sup>1</sup>			
		Northbound	Southbound	Eastbound	Westbound
MacArthur Boulevard (NS) at:					
Campus Drive (EW)	AM	No	No	No	<b>Yes</b>
	PM	No	No	No	No
Birch Street (EW)	AM	No	No	No	No
	PM	No	No	No	No
Von Karman Avenue (EW)	AM	<b>Yes</b>	<b>Yes</b>	No	<b>Yes</b>
	PM	<b>Yes</b>	<b>Yes</b>	No	No
Jamboree Road (EW)	AM	No	<b>Yes</b>	No	No
	PM	No	<b>Yes</b>	No	No
Campus Drive/Irvine Avenue (NS) at:					
Bristol Street North (EW)	AM	No	No	No	No
	PM	No	No	No	No
Bristol Street South (EW)	AM	No	No	No	No
	PM	No	No	No	No
Birch Street (NS) at:					
Bristol Street North (EW)	AM	No	No	No	No
	PM	No	No	No	No
Bristol Street South (EW)	AM	No	No	No	No
	PM	No	No	No	No
Von Karman Avenue (NS) at:					
Campus Drive (EW)	AM	No	No	No	No
	PM	No	No	No	No
Birch Street (EW)	AM	No	No	No	No
	PM	No	No	No	No
Bayview Place (NS) at:					
Bristol Street South (EW)	AM	No	No	No	No
	PM	No	No	No	No
Jamboree Road (NS) at:					
Campus Drive (EW)	AM	No	No	<b>Yes</b>	No
	PM	No	No	No	No
Birch Street (EW)	AM	No	No	No	No
	PM	No	No	No	No
Bristol Street South (EW)	AM	No	No	No	No
	PM	No	No	No	No
Bristol Street South (EW)	AM	No	No	No	No
	PM	No	No	No	No

<sup>1</sup> Project traffic is estimated to be equal to or greater than 1% of projected peak hour traffic.

Intersection Capacity Utilization analysis is required.

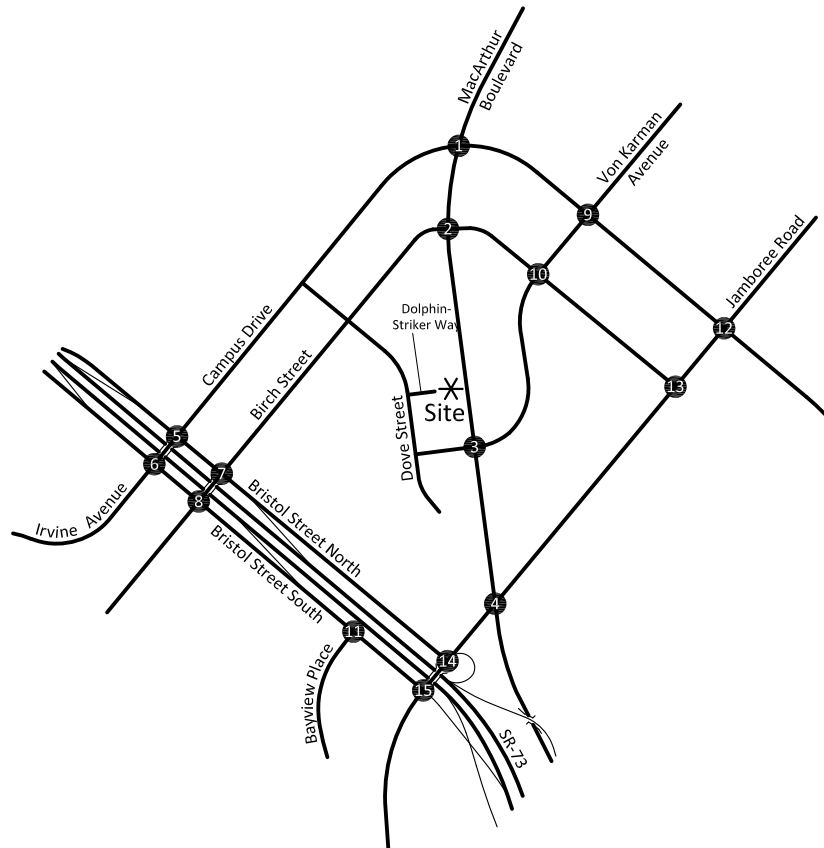
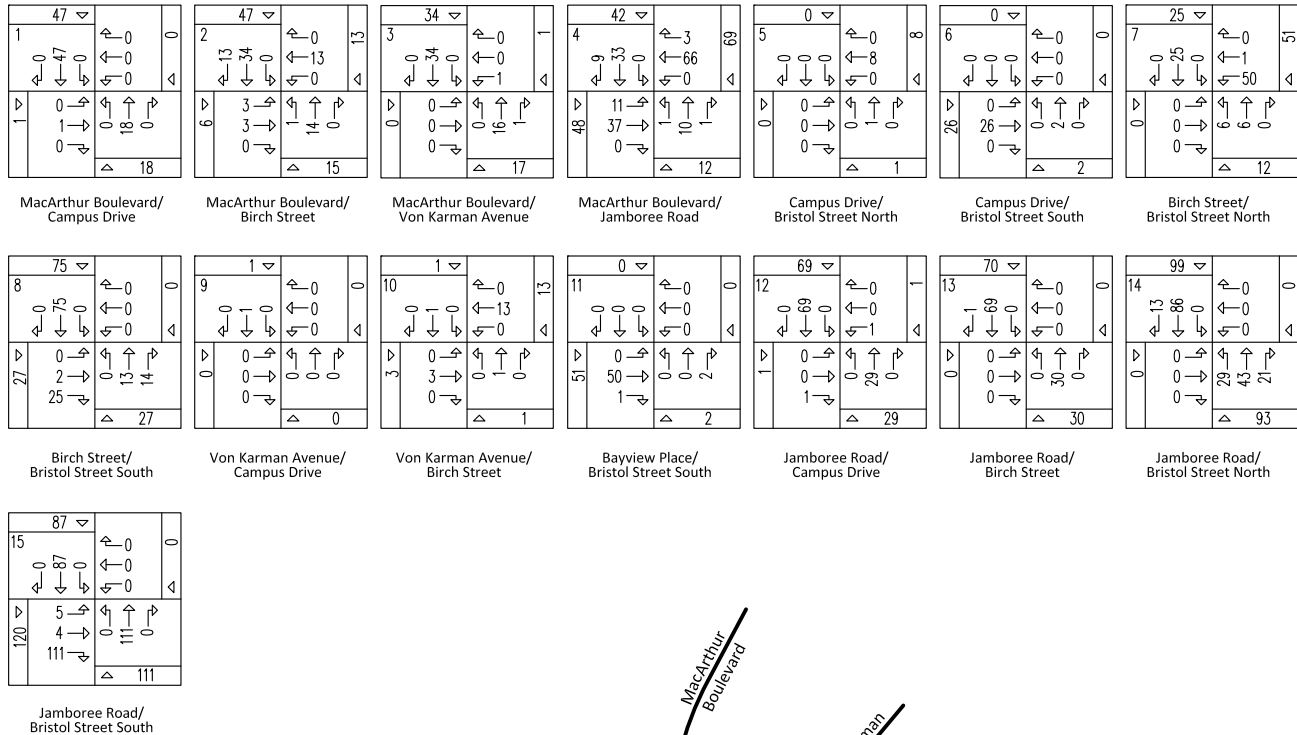
Table 7

## TPO Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>2</sup>												Peak Hour ICU-LOS <sup>1</sup>				ICU Increase	
														Existing + Growth (Year 2013) + Approved Projects		Existing + Growth (Year 2013) + Approved Projects			
		Northbound			Southbound			Eastbound			Westbound			Approved Projects		+ Project			
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	Morning	Evening	Morning	Evening
MacArthur Boulevard (NS) at:																			
Campus Drive (EW)	TS	1	4	1	1	4	1	2	2.5	0.5	2	3	1>>	0.45-A	0.65-B	0.45-A	0.65-B	+0 00	+0.00
Birch Street (EW)	TS	1	3	1	1	3.5	0.5	1.5	1	0.5	1	2	1>>	0.39-A	0.48-A	0.39-A	0.48-A	+0 00	+0.00
Von Karman Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	2	1	1	0.56-A	0.57-A	0.57-A	0.57-A	+0 01	+0.00
Jamboree Road (EW)	TS	2	3	1>	2	3	1>>	2	3	1	2	3	1	0.62-B	0.71-C	0.63-B	0.71-C	+0 01	+0.00
Campus Drive/Irvine Avenue (NS) at:																			
Bristol Street North (EW)	TS	2	3	0	0	4	2	0	0	0	1	3.5	0.5	0.50-A	0.76-C	0.50-A	0.76-C	+0 00	+0.00
Bristol Street South (EW)	TS	0	4.5	0.5	1	3	0	1.5	2.5	2	0	0	0	0.64-B	0.47-A	0.64-B	0.47-A	+0 00	+0.00
Birch Street (NS) at:																			
Bristol Street North (EW)	TS	2	2	0	0	1.5	2.5	0	0	0	1.5	3	0.5	0.53-A	0.54-A	0.54-A	0.54-A	+0 01	+0.00
Bristol Street South (EW)	TS	0	2.5	1.5	2	2	0	1.5	3	0.5	0	0	0	0.40-A	0.46-A	0.40-A	0.46-A	+0 00	+0.00
Von Karman Avenue (NS) at:																			
Campus Drive (EW)	TS	1	2	1>>	1	1.5	0.5	1	2	1	1	1.5	0.5	0.47-A	0.57-A	0.47-A	0.57-A	+0 00	+0.00
Birch Street (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	0.29-A	0.35-A	0.29-A	0.35-A	+0 00	+0.00
Bayview Place (NS) at:																			
Bristol Street South (EW)	TS	0	0	2	0	0	0	0	4	1	0	0	0	0.43-A	0.55-A	0.43-A	0.55-A	+0 00	+0.00
Jamboree Road (NS) at:																			
Campus Drive (EW)	TS	2	3.5	0.5	2	2.5	0.5	2	2	1>>	2	2	1	0.64-B	0.61-B	0.64-B	0.61-B	+0 00	+0.00
Birch Street (EW)	TS	1	2.5	0.5	1	3	1>>	1.5	0.5	1>>	0	1	0	0.54-A	0.44-A	0.54-A	0.44-A	+0 00	+0.00
Bristol Street North (EW)	TS	2	1.5	1.5>>	0	2.5	1.5	0	0	0	0	0	0	0.46-A	0.52-A	0.46-A	0.52-A	+0 00	+0.00
Bristol Street South (EW)	TS	0	4.5	0.5	0	3	0	1.5	1.5	2	0	0	0	0.65-B	0.70-C	0.65-B	0.70-C	+0 00	+0.00

<sup>1</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).<sup>2</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap<sup>3</sup> TS = Traffic Signal

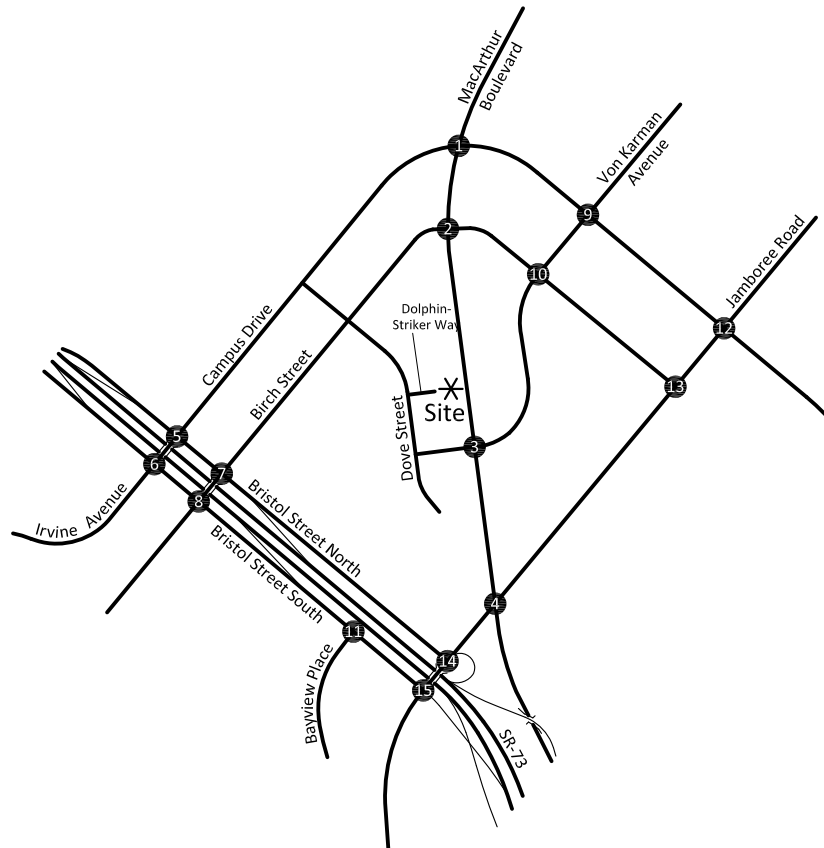
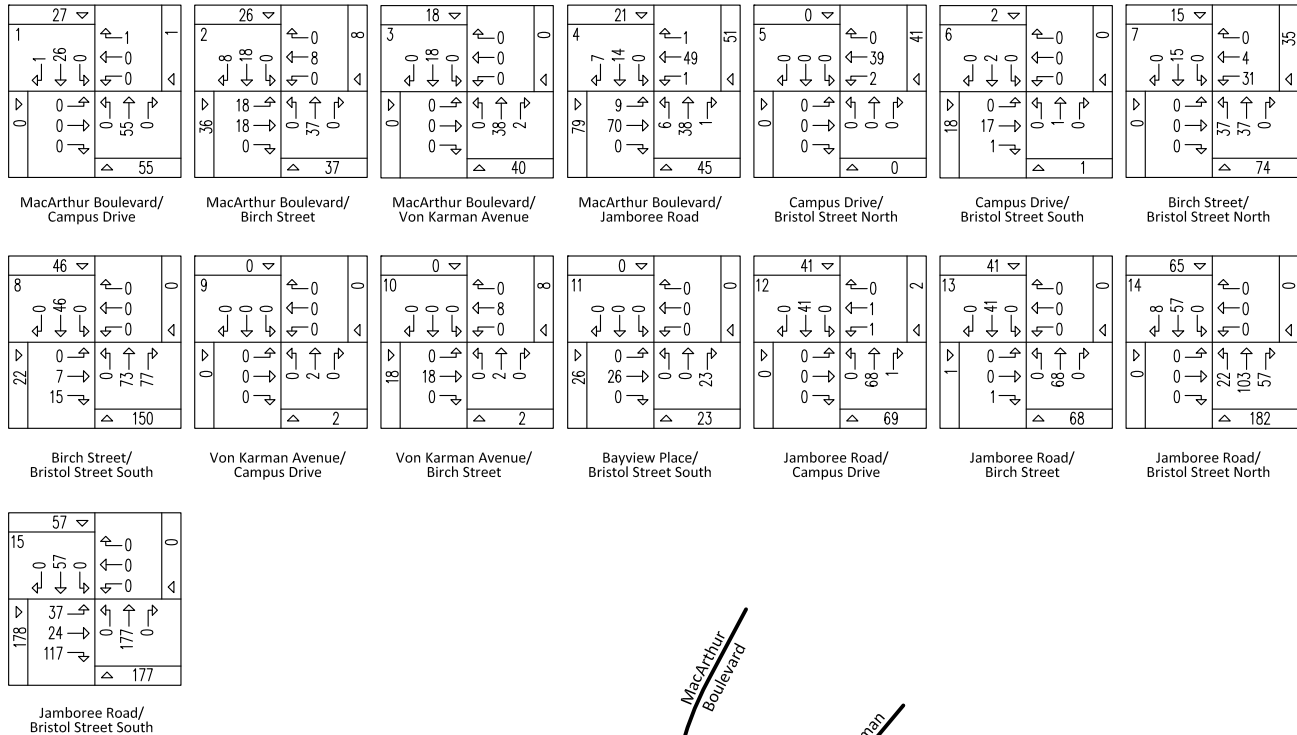
**Figure 17**  
**Approved Projects**  
**Morning Peak Hour Intersection Turning Movement Volumes**



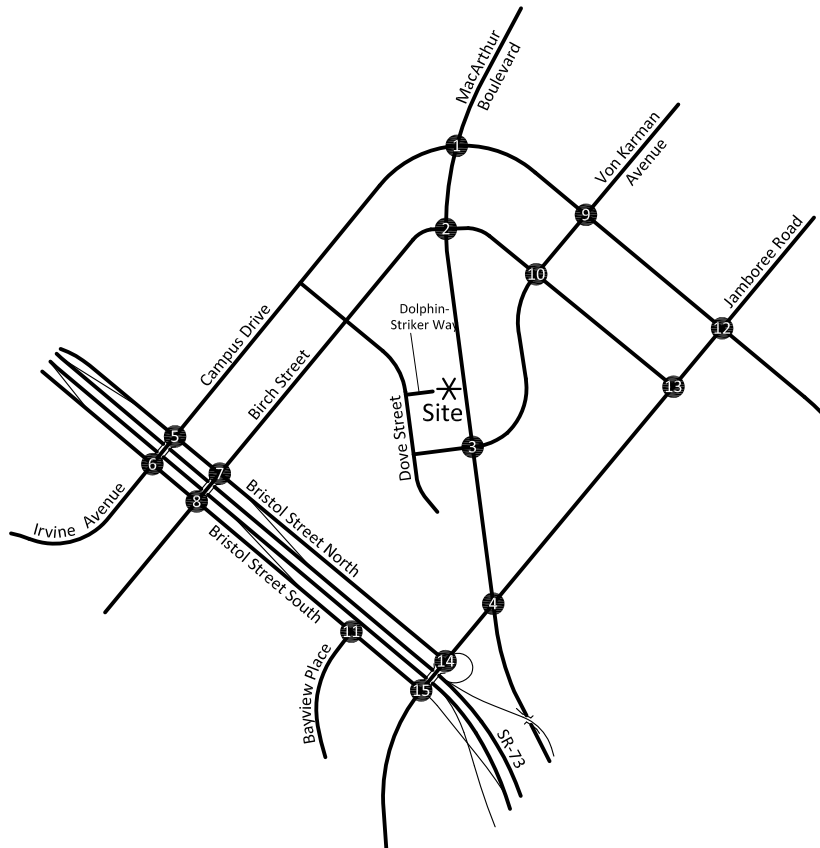
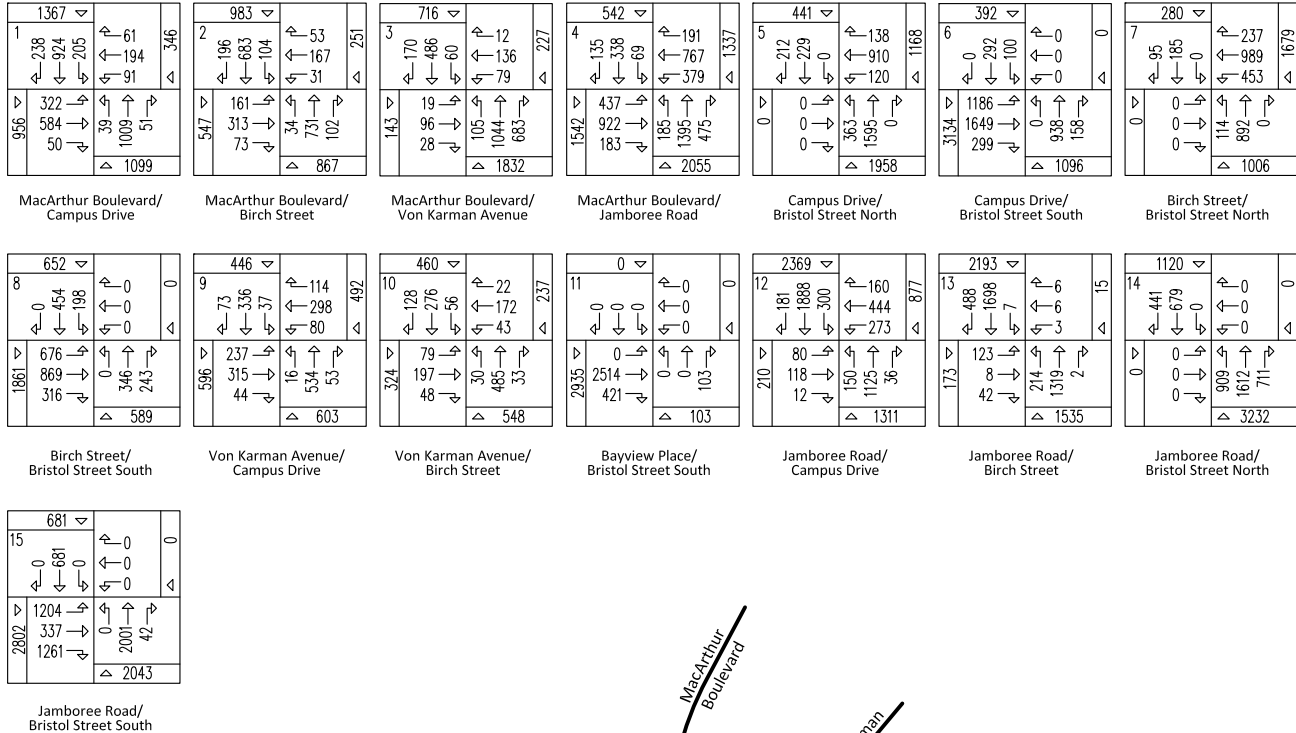
# Figure 18

## Approved Projects

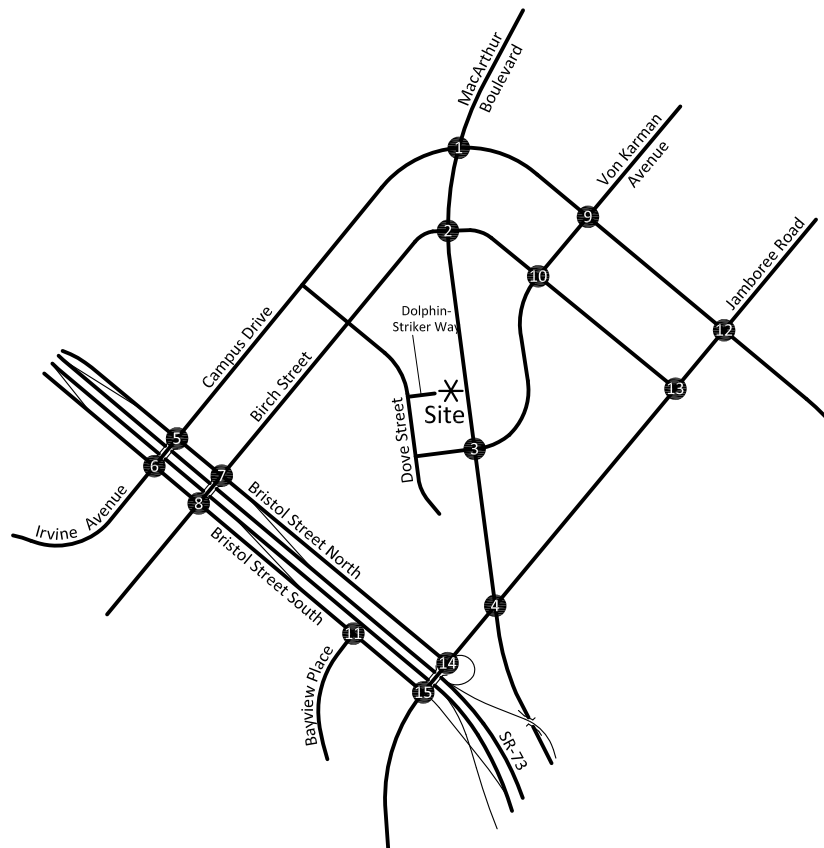
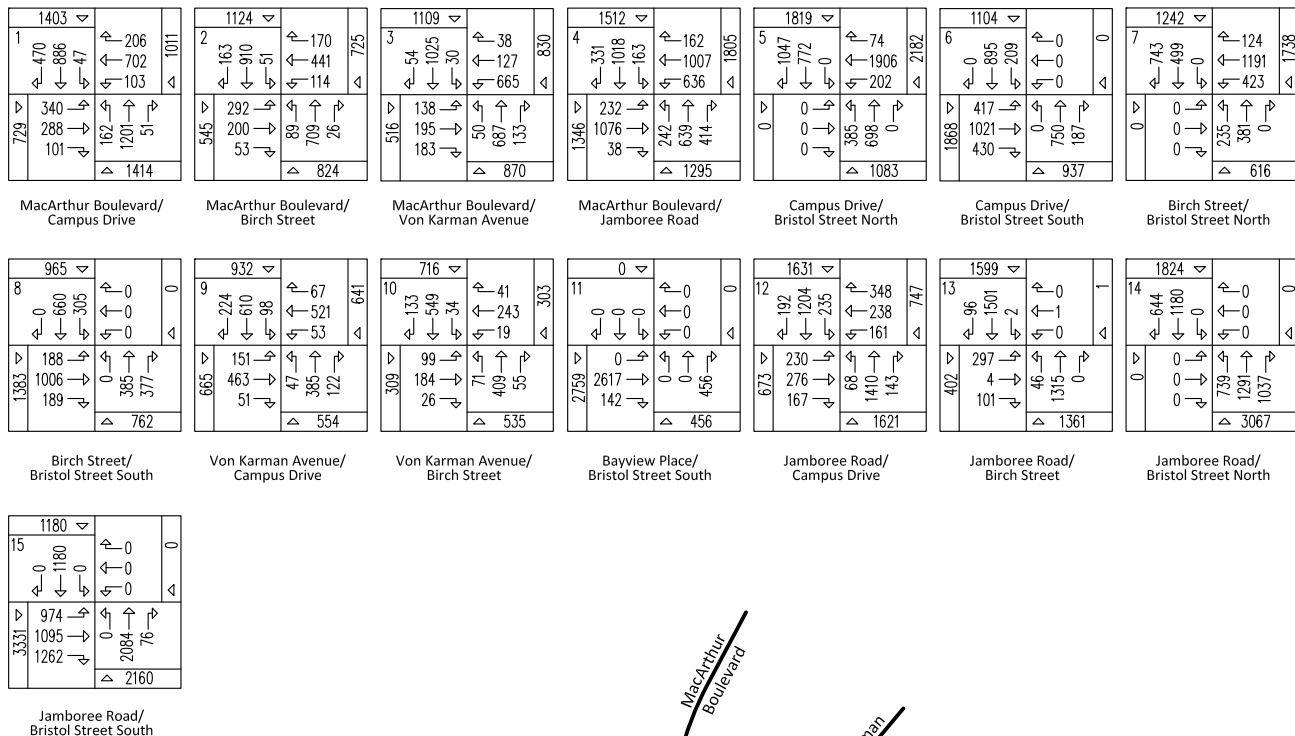
### Evening Peak Hour Intersection Turning Movement Volumes



**Figure 19**  
**Existing + Growth (Year 2013) + Approved Projects**  
**Morning Peak Hour Intersection Turning Movement Volumes**



## Evening Peak Hour Intersection Turning Movement Volumes



**Figure 21**  
**Existing + Growth (Year 2013) + Approved Projects + Project**  
**Morning Peak Hour Intersection Turning Movement Volumes**

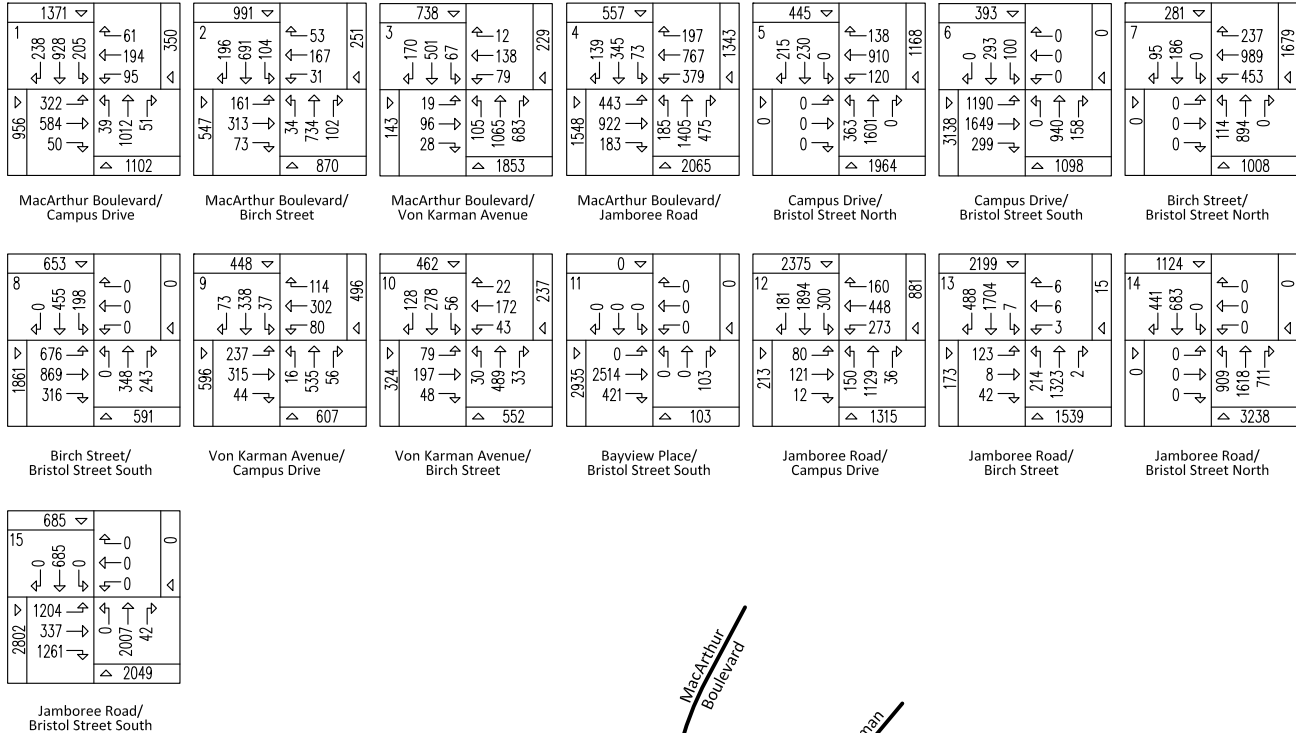
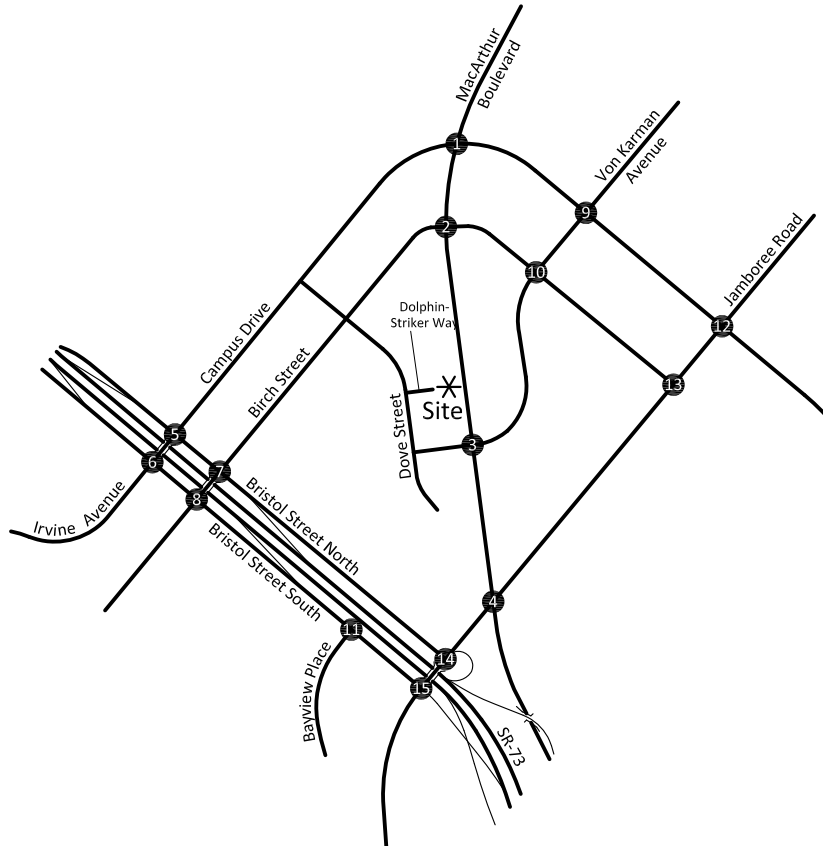


Figure 22

[illegible]



## 7. CEQA Analysis

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The California Environmental Quality Act (CEQA) analysis (this part of the analysis is consistent with CEQA) included analysis of the study area intersections.

### **Cumulative Projects**

The City of Newport Beach staff provided the cumulative projects in the study area for the CEQA analysis. Typically, the cumulative projects are known, but not approved project developments that are reasonably expected to be completed or nearly completed at the same time as the proposed project. The cumulative projects consist of development that has been approved but are not fully completed (see Section 5, including Table 5 and Appendix E). The cumulative projects utilized were ones that added traffic to the study area intersections. The cumulative project list is shown in Table 8 and the cumulative project traffic generation is included in Appendix G. Appendix G contains the directional distributions of the cumulative project traffic. The cumulative project morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 23 and 24, respectively.

The CEQA traffic volumes were obtained by adding the cumulative projects traffic volumes to the TPO traffic volumes. In order to analyze a “conservative” scenario in terms of the assignment of traffic, the CEQA analysis does not credit the existing site development.

### **Intersection Capacity Utilization**

The City of Newport Beach methodology used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization. To calculate an Intersection Capacity Utilization value the volume of traffic using the intersection is compared with the capacity of the intersection. An Intersection Capacity Utilization value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The Levels of Service for existing + growth (Year 2013) + approved projects + cumulative projects traffic conditions have been calculated and are shown in Table 9. Existing + growth (Year 2013) + approved projects + cumulative projects morning and evening peak hour intersection turning movement volumes have been calculated and are shown on Figures 25 and 26, respectively. Existing + growth (Year 2013) + approved projects + cumulative projects Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D.

For existing + growth (Year 2013) + approved projects + cumulative projects traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.

The Levels of Service for existing +growth (Year 2013) + approved projects + cumulative projects + project traffic conditions have been calculated and are shown in Table 9. Existing +growth (Year 2013) + approved projects + cumulative projects + project morning and evening peak hour

intersection turning movement volumes have been calculated and are shown on Figures 27 and 28, respectively. Existing + growth (Year 2013) + approved projects + cumulative projects + project Intersection Capacity Utilization worksheets and the Level of Service description are provided in Appendix D.

For existing + growth (Year 2013) + approved projects + cumulative projects + project traffic conditions, the study area intersections are projected to operate at Level of Service C or better during the morning/evening peak hours.

### **Significance Criteria**

The City of Newport Beach intersection significance criteria requires an increase of one-percent or more at a study area intersection operating at worse than Level of Service D during the morning/evening peak hours.

As shown in Table 9 for the CEQA analysis, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

**Table 8**

**Cumulative Project List**

Project Name
Mariner's Medical Arts
WPI-Newport, LLC
Banning Ranch
Sunset Ridge Park
Marina Park
Pres Office Building B
Koll-Conexant
Mariner's Pointe
Newport Coast - TAZ 1
Newport Coast - TAZ 2
Newport Coast - TAZ 3
Newport Coast - TAZ 4

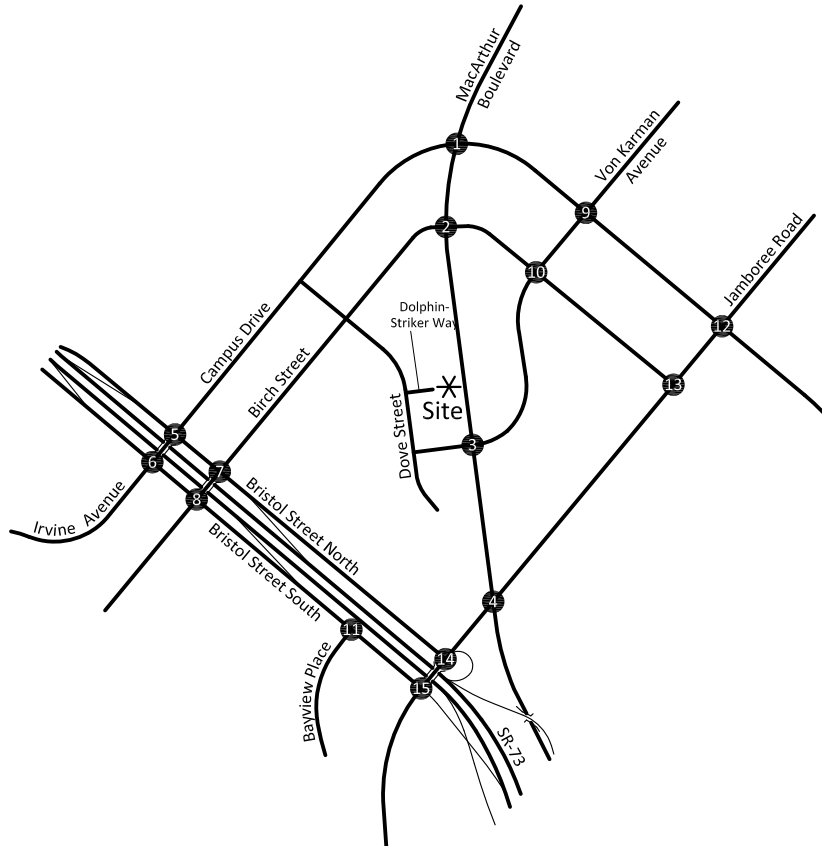
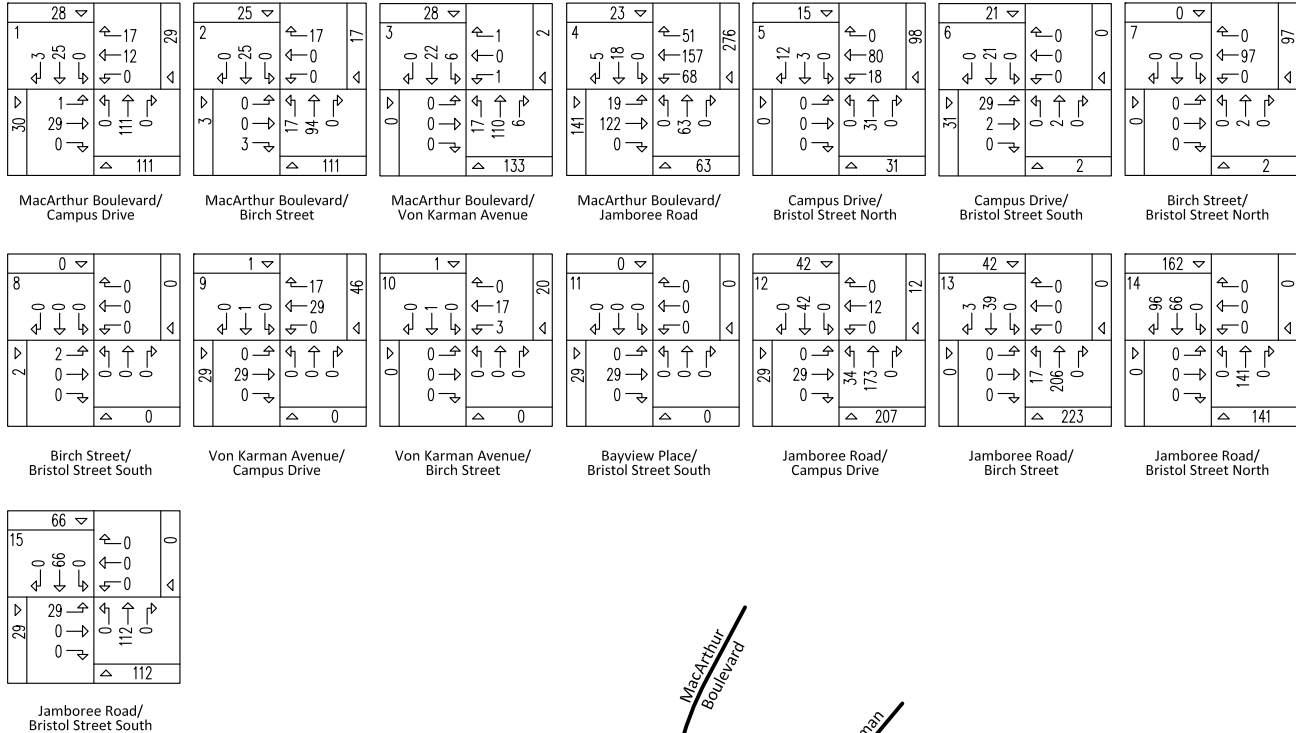
Table 9

## CEQA Analysis Intersection Capacity Utilization and Levels of Service

Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>2</sup>												Peak Hour ICU-LOS <sup>1</sup>				ICU Increase	
														Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects			
		Morning		Evening															
						Morning		Evening											
L T R		L T R		L T R		L T R		Morning		Evening		Morning		Evening					
MacArthur Boulevard (NS) at:																			
Campus Drive (EW)	TS	1	4	1	1	4	1	2	2.5	0.5	2	3	1>>	0.470-A	0.659-B	0.471-A	0.659-B	+0.001	+0.000
Birch Street (EW)	TS	1	3	1	1	3.5	0.5	1.5	1	0.5	1	2	1>>	0.413-A	0.495-A	0.413-A	0.496-A	+0.000	+0.001
Von Karman Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	2	1	1	0.569-A	0.601-B	0.575-A	0.606-B	+0.006	+0.005
Jamboree Road (EW)	TS	2	3	1>	2	3	1>>	2	3	1	2	3	1	0.682-B	0.763-C	0.686-B	0.765-C	+0.004	+0.002
Campus Drive/Irvine Avenue (NS) at:																			
Bristol Street North (EW)	TS	2	3	0	0	4	2	0	0	0	1	3.5	0.5	0.515-A	0.773-C	0.516-A	0.774-C	+0.001	+0.001
Bristol Street South (EW)	TS	0	4.5	0.5	1	3	0	1.5	2.5	2	0	0	0	0.647-B	0.486-A	0.648-B	0.487-A	+0.001	+0.001
Birch Street (NS) at:																			
Bristol Street North (EW)	TS	2	2	0	0	1.5	2.5	0	0	0	1.5	3	0.5	0.555-A	0.549-A	0.556-A	0.549-A	+0.001	+0.000
Bristol Street South (EW)	TS	0	2.5	1.5	2	2	0	1.5	3	0.5	0	0	0	0.401-A	0.467-A	0.401-A	0.467-A	+0.000	+0.000
Von Karman Avenue (NS) at:																			
Campus Drive (EW)	TS	1	2	1>>	1	1.5	0.5	1	2	1	1	1.5	0.5	0.482-A	0.578-A	0.483-A	0.580-A	+0.001	+0.002
Birch Street (EW)	TS	1	2	1	1	2	1	1	2	1	1	2	1	0.295-A	0.354-A	0.296-A	0.354-A	+0.001	+0.000
Bayview Place (NS) at:																			
Bristol Street South (EW)	TS	0	0	2	0	0	0	0	4	1	0	0	0	0.430-A	0.568-A	0.430-A	0.568-A	+0.000	+0.000
Jamboree Road (NS) at:																			
Campus Drive (EW)	TS	2	3.5	0.5	2	2.5	0.5	2	2	1>>	2	2	1	0.665-B	0.638-B	0.667-B	0.639-B	+0.002	+0.001
Birch Street (EW)	TS	1	2.5	0.5	1	3	1>>	1.5	0.5	1>>	0	1	0	0.557-A	0.480-A	0.558-A	0.481-A	+0.001	+0.001
Bristol Street North (EW)	TS	2	1.5	1.5>>	0	2.5	1.5	0	0	0	0	0	0	0.484-A	0.539-A	0.485-A	0.540-A	+0.001	+0.001
Bristol Street South (EW)	TS	0	4.5	0.5	0	3	0	1.5	1.5	2	0	0	0	0.663-B	0.735-C	0.664-B	0.736-C	+0.001	+0.001

<sup>1</sup> ICU-LOS = Intersection Capacity Utilization - Level of Service (see Appendix D).<sup>2</sup> L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap 1 = Improvement<sup>3</sup> TS = Traffic Signal

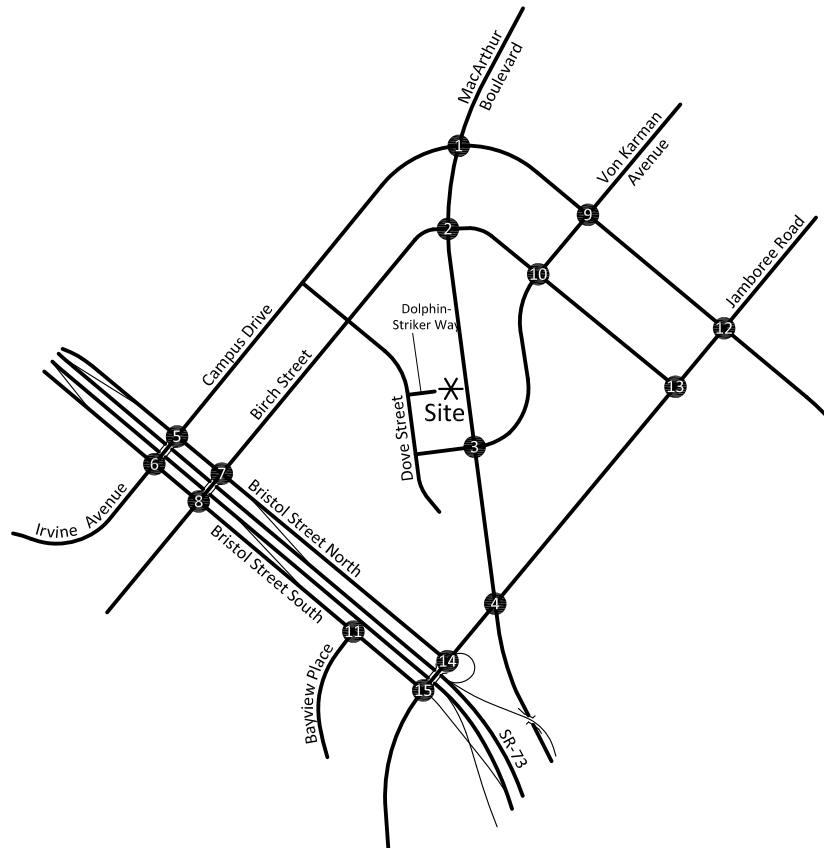
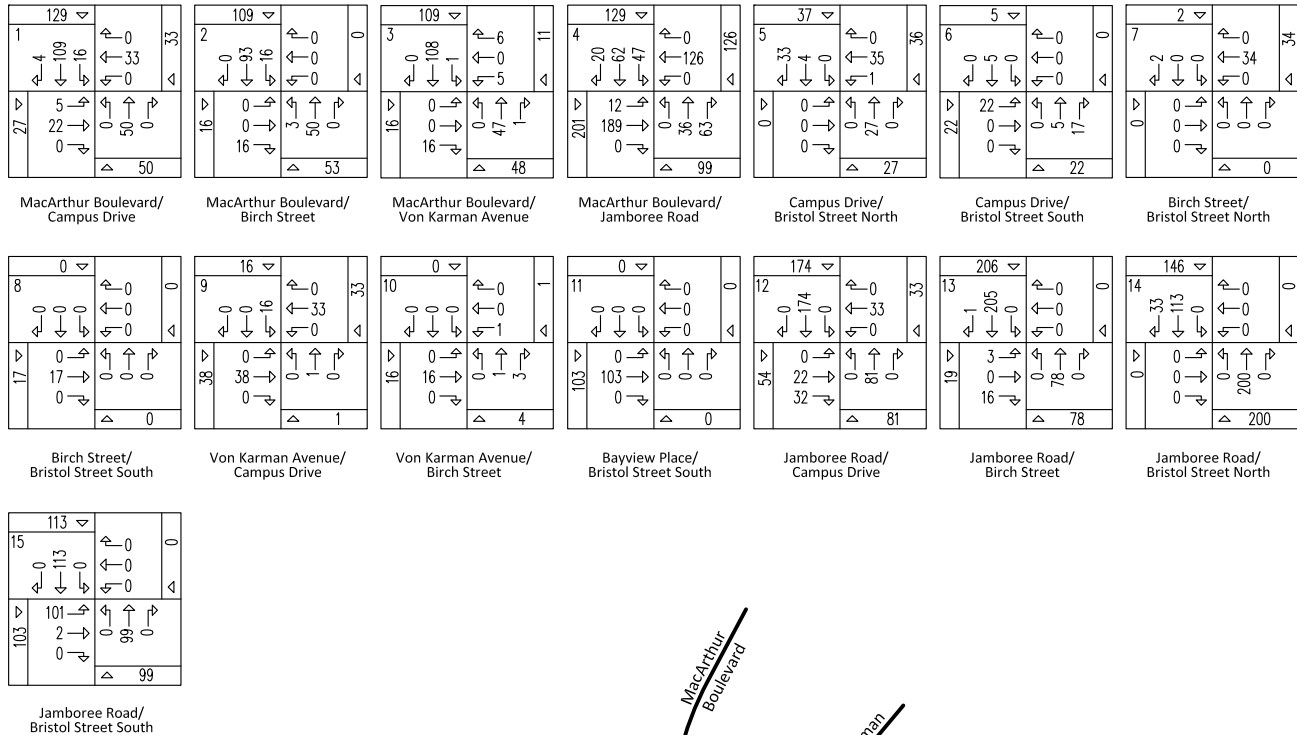
**Figure 23**  
**Cumulative Projects**  
**Morning Peak Hour Intersection Turning Movement Volumes**



# Figure 24

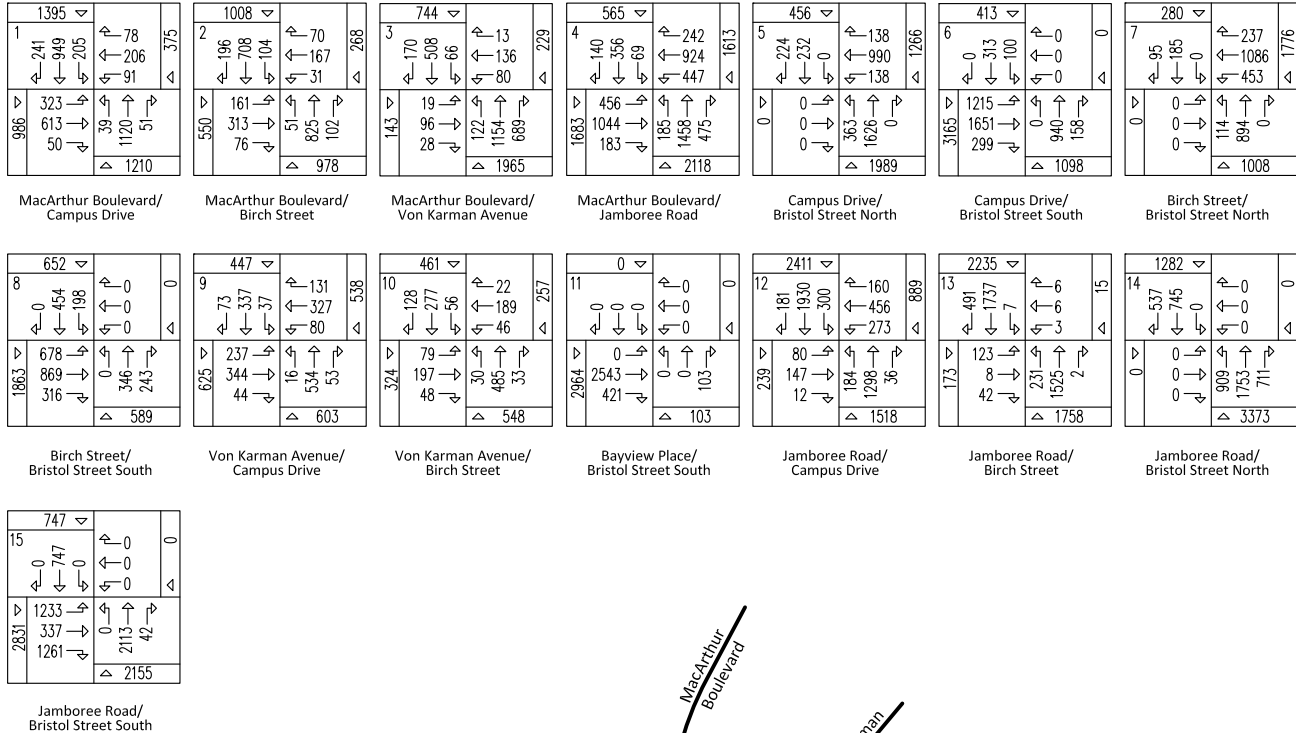
## Cumulative Projects

### Evening Peak Hour Intersection Turning Movement Volumes



# Figure 25

## Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects Morning Peak Hour Intersection Turning Movement Volumes



**Figure 26**  
**Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects**  
**Evening Peak Hour Intersection Turning Movement Volumes**

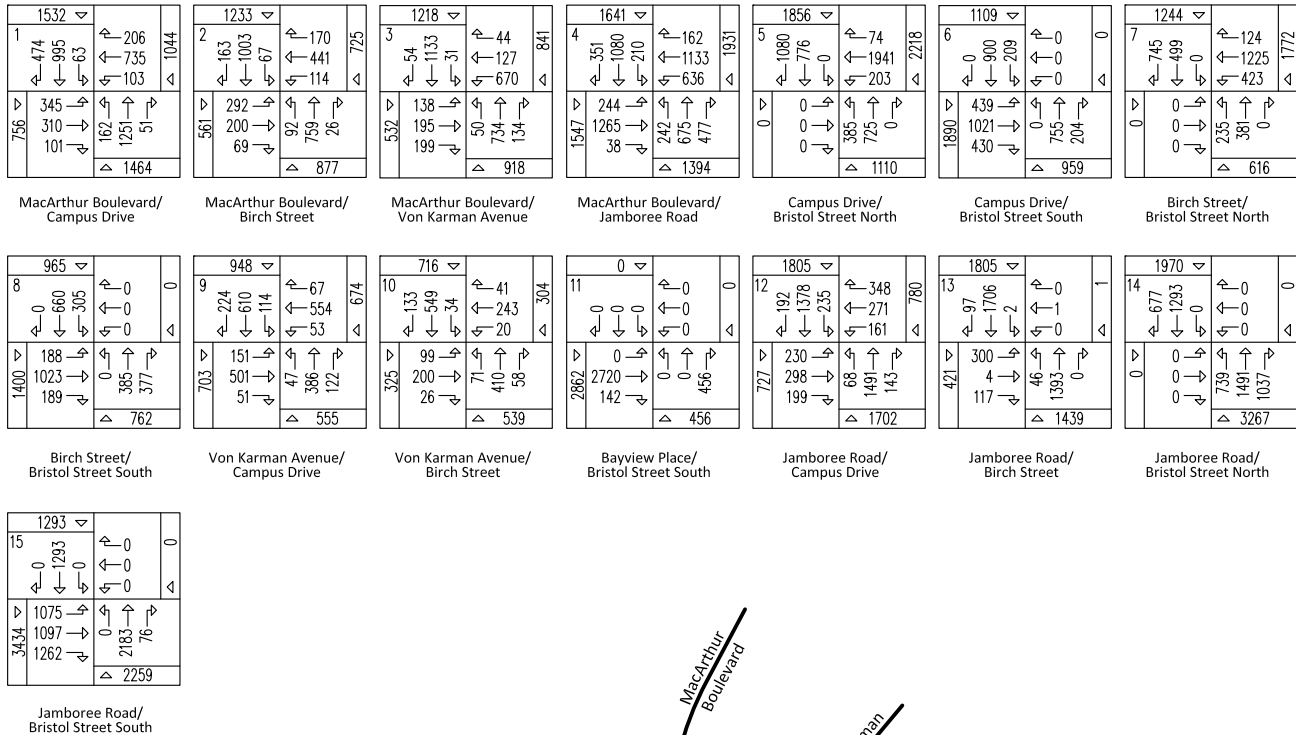




Figure 27

# Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project Morning Peak Hour Intersection Turning Movement Volumes

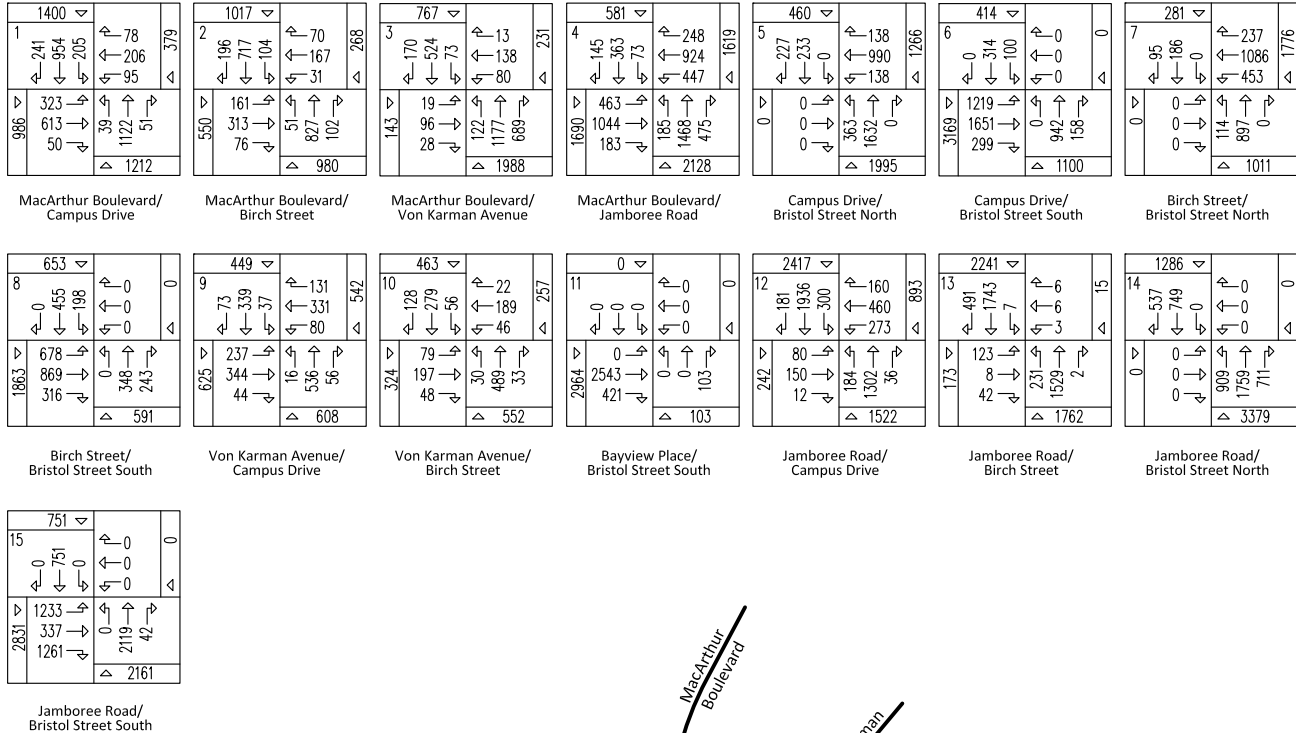
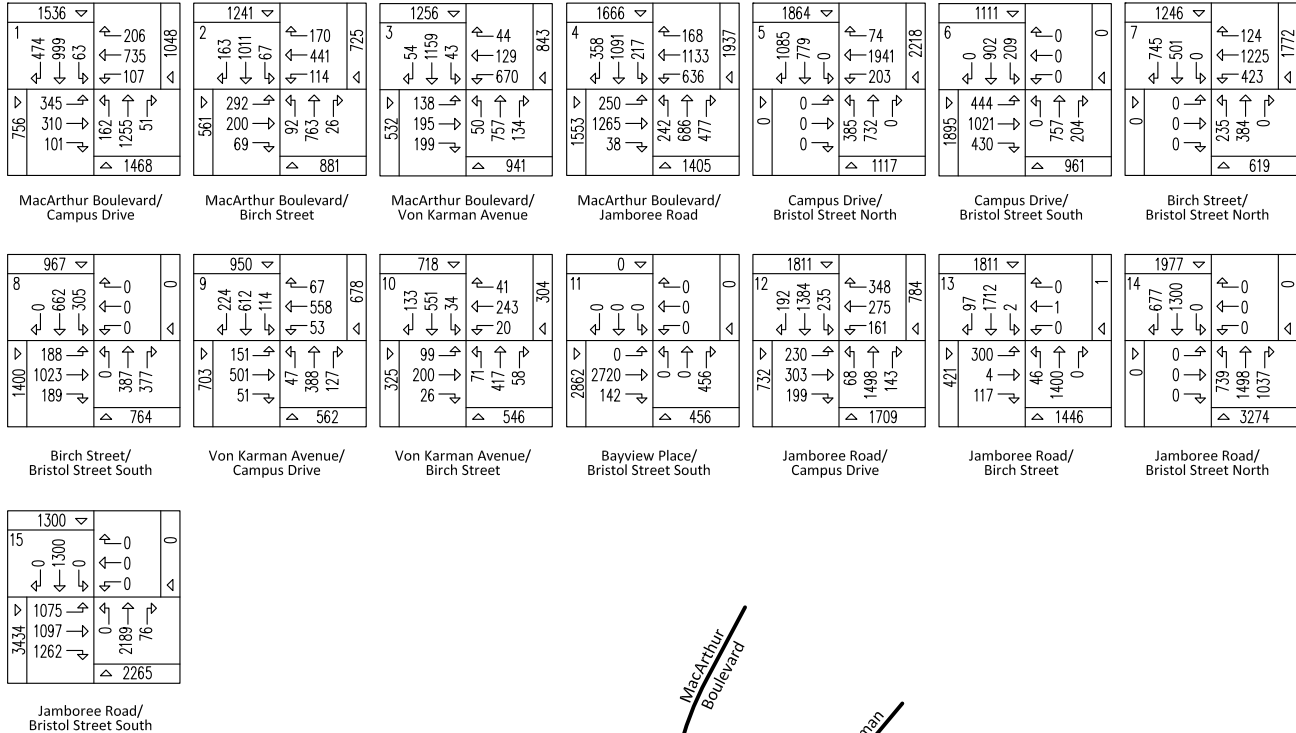


Figure 28

# Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project Evening Peak Hour Intersection Turning Movement Volumes



## **8. Orange County Congestion Management Program**

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This section discusses the Orange County Congestion Management Program (CMP). The purpose, prescribed methodology, and definition of a significant traffic impact are discussed.

### **County Congestion Management Program (CMP)**

The CMP is a result of Proposition 111 which was a statewide initiative approved by the voters in June, 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a five year period.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a traffic impact analysis be prepared for new development. The traffic impact analysis is prepared to monitor and fix traffic problems caused by new development.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. To assure that adjacent jurisdictions use a standard methodology in preparing traffic impact analyses, one common procedure is that all cities within a county, and the county agency itself, adopt and use one standard methodology for conducting traffic impact analyses.

Although each county has developed standards for preparing traffic impact analyses, requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting traffic impact analyses has common elements.

According to the CMP, those proposed developments which meet the following criteria shall be evaluated:

- Development projects that generate more than 2,400 daily trips (The threshold is 1,600 or more trips per day for development projects that will directly access a CMP highway system link).
- Projects with a potential to create an impact of more than three percent of Level of Service E capacity.

### **Significance Criteria**

To determine whether the addition of project generated trips results in a significant impact at the CMP study facility and thus requires mitigation, the Orange County CMP utilizes the following thresholds of significance:

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by more than three percent of capacity ( $V/C > 0.03$ ), causing or worsening Level of Service F ( $V/C > 1.00$ ).

Based upon the CMP thresholds above, the project-generated traffic did not result in a significant impact at the study area intersections; therefore, no improvements are recommended at the study area intersections.

## 9. Other Traffic Considerations

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As the site plan for the project becomes more definitive, the following guidelines should be incorporated into the project design. Listed below for more detailed planning are recommended guidelines for the development.

Site-specific circulation and access recommendations are depicted on Figure 29.

### **Parking**

The surface parking lot is shared by three parcels: the proposed site (currently vacant quality restaurant), Classic Q Billiards and Sports Club, and Saagar Fine Cuisine of India. The surface parking lot currently provides 211 shared parking spaces. In addition, the project site (Parcel 3) has obtained 32 off-site parking spaces located at a parking structure southwest of the project site.

#### **Existing Conditions**

The existing quality restaurant (currently vacant) required 105 parking spaces per UP2008-043 (at one parking space per 40 square feet of net public area). The existing Saagar Fine Cuisine of India requires 54 parking spaces per UP2005-004 (at one parking space per 50 square feet of net public area) and the Classic Q Billiards and Sports Club requires 80 parking spaces per UP3392.

A survey of the surface parking lot was conducted to establish the parking demand for the existing land uses shown in Table 10. Based upon discussions with the City of Newport Beach staff, the peak periods for parking at the project site were determined to be 6:00 AM to 12:00 AM on a Friday and 6:00 AM to 12:00 AM on a Saturday. To quantify the existing parking demand for the project site, the existing parking demand was determined by surveying the project site at 30-minute intervals on Friday (February 11, 2011) and Saturday (February 12, 2011).

The project site parking area was divided into eight (8) parking zones as shown on Figure 30. The parking surveys are shown in Tables 11 and 12. The parking survey conducted on Friday (February 11, 2011) shows the maximum number of occupied parking spaces is 133 parked vehicles from 5:30 PM to 6:30 PM (see Table 11). This is a maximum parking occupancy of 63 percent. Figure 31 graphically depicts the existing conditions of the surface parking lot based upon the parking survey.

#### **City of Newport Beach Parking Code**

Table 13 shows the parking requirements for the proposed project per the City of Newport Beach Parking Code. The proposed 4,525 square feet of retail use would require approximately 18 parking spaces by using the parking ratio of one parking space per 250

square feet of net floor area  $[(4,525 \text{ sf.} - 200 \text{ sf. utility room}) \div 250 \text{ sf.} = 17.3 \approx 18 \text{ parking spaces})$ .

The 4,000 gross square feet of bank use would require approximately 16 parking spaces by using the parking ratio of one parking space per 250 square feet of gross floor area  $(4,000 \text{ sf.} \div 250 \text{ sf.} = 16 \text{ parking spaces})$ .

The 4,000 gross square feet of high turn-over dining establishments would require approximately 50 parking spaces by using the parking ratio of one parking space per 40 square feet of net public area  $(4,000 \text{ sf.} \div 2 \text{ (assuming 50\% of total gross area is allocated for net public area)} \div 40 \text{ sf.} = 2,000 \text{ sf.} \div 40 \text{ sf.} = 50 \text{ parking spaces})$ .

The fast food restaurant use would generate a parking demand of approximately 20 parking spaces by using the parking ratio of one parking space per 50 square feet of gross floor area  $(1,000 \text{ sf.} \div 50 \text{ sf.} = 20 \text{ parking spaces})$ . The total parking demand per City of Newport Beach Parking Code for the proposed project is 104 parking spaces.

#### Shared Parking Analysis

The idea of a shared parking analysis is that if the various land uses have peak parking demands at different points in time, or on different days of the week, then the number of parking spaces required is not the sum of the parking requirements for each land use, but rather less. If the peak demands for the various land uses are non-coincidental, then there is an opportunity for sharing of parking. To determine the degree to which shared parking can occur, the cumulative hourly parking demand of the land uses is calculated at all points in time throughout the day for both weekdays and weekends. In this case, Friday has been determined to be the peak day based upon the existing parking demand survey.

Kunzman Associates, Inc. has utilized time-of-day factors and the parking rates for weekday and weekend parking demand for customer/visitor and employee as developed by the Urban Land Institute Shared Parking (2005). The Urban Land Institute procedures were utilized in this study to evaluate peak parking demand that would occur for the project at any point in time when day of week and hourly factors are utilized. Per the Urban Land Institute, weekend rates and factors are applied to Friday after 5:00 PM.

To conduct a shared parking analysis, it is necessary to disaggregate the parking code into weekday and weekend as well as customer/visitor/guest and employee/resident parking space demands. Based on the City of Newport Beach Parking Code and the Urban Land Institute recommended parking ratios for weekdays and weekends, the disaggregated parking rates are shown in Table 14.

Table 15 shows the expected hourly peak parking demand of the proposed project land uses for both a Friday, which has been assumed as the peak day based upon the existing parking demand survey. Table 16 shows the cumulative parking demand peaks for the proposed project land uses combined with the existing parking demand for the projected peak Friday.

Based upon the shared parking analysis, the maximum parking demand for the entire site during peak hours is 225 parked vehicles (see Table 16).

The proposed project site plan will reconfigure the surface parking lot layout on Parcel 1 and provide a total of 222 parking spaces for the entire site, including the 32 off-site parking spaces located in the nearby parking structure. The total maximum parking demand for the entire site is 225 parking spaces. The site does not provide sufficient parking spaces to meet the City of Newport Beach Parking Code requirements and is deficient by three (3) parking spaces. It is recommended that the project obtain a waiver to allow for the reduction of the parking spaces required by three (3) parking spaces pursuant to the supplemental parking management plan prepared by Kunzman Associates, Inc. A summary of the shared parking analysis findings is provided in Table 17.

Included with this submission is a copy of the Reciprocal Parking and Maintenance Agreement that can be modified by a simple majority of the property owners. A copy of the Covenant and Agreement Regarding Maintenance of Off-Street Parking Space Affecting Parcel 1 and the License Agreement for off-site parking spaces is included for review (see Appendix I).

### **Access**

To assure smooth traffic operations for vehicles entering and exiting the site, a northbound left turn pocket on MacArthur Boulevard is recommended to accommodate a minimum pocket length of 120 feet.

Install appropriate vehicular signage to ensure U-turns and eastbound left turns are prohibited at the MacArthur Boulevard/Project Driveway.

A STOP sign should be installed to control outbound traffic on all site access roadways.

### **Sight Distance**

The landscape plantings and signs should be limited to 36 inches in height within 25 feet of project driveways to assure good visibility.

**Table 10**

**Existing Project Land Uses**

Tenant	Parcel	Land Use	Quantity	Units <sup>1</sup>	Hours of Operation
Quality Restaurant (Vacant)	Parcel 1	N/A	7.996	TSF	N/A
Saagar	Parcel 2	Restaurant	7.015	TSF	11:00 AM - 12:00 AM Daily
Classic Q	Parcel 3	Restaurant	7.870	TSF	10:00 AM - 2:00 AM Daily

<sup>1</sup> TSF = Thousand Square Feet



Table 11

## Friday (February 11, 2011) Parking Count

Time Period	Number of Parked Vehicles and Percentage of Occupied Parking Spaces																	
	Parking Zone A		Parking Zone B		Parking Zone C		Parking Zone D		Parking Zone E		Parking Zone F		Parking Zone G		Parking Zone H <sup>1</sup>		Total <sup>2</sup>	
Parking Spaces Provided	10		32		37		46		40		26		13		7		211	
6:00 AM - 6:30 AM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	2	8%	1	14%	3	1%
6:30 AM - 7:00 AM	1	10%	2	6%	1	3%	0	0%	2	5%	0	0%	3	12%	1	14%	10	5%
7:00 AM - 7:30 AM	1	10%	2	6%	2	5%	1	2%	2	5%	0	0%	5	19%	3	43%	16	8%
7:30 AM - 8:00 AM	1	10%	2	6%	4	11%	3	7%	3	8%	1	4%	5	19%	3	43%	22	10%
8:00 AM - 8:30 AM	1	10%	4	13%	3	8%	8	17%	3	8%	1	4%	7	27%	7	100%	34	16%
8:30 AM - 9:00 AM	2	20%	5	16%	2	5%	13	28%	4	10%	1	4%	10	38%	7	100%	44	21%
9:00 AM - 9:30 AM	1	10%	5	16%	3	8%	19	41%	7	18%	1	4%	12	46%	8	114%	56	27%
9:30 AM - 10:00 AM	2	20%	5	16%	3	8%	23	50%	9	23%	1	4%	13	50%	8	114%	64	30%
10:00 AM - 10:30 AM	2	20%	7	22%	4	11%	24	52%	9	23%	1	4%	13	50%	8	114%	68	32%
10:30 AM - 11:00 AM	3	30%	7	22%	4	11%	24	52%	9	23%	1	4%	13	50%	8	114%	69	33%
11:00 AM - 11:30 AM	5	50%	7	22%	6	16%	23	50%	8	20%	1	4%	13	50%	8	114%	71	34%
11:30 AM - 12:00 PM	8	80%	11	34%	13	35%	24	52%	14	35%	2	8%	13	50%	6	86%	91	43%
12:00 PM - 12:30 PM	9	90%	20	63%	24	65%	25	54%	16	40%	3	12%	13	50%	6	86%	116	55%
12:30 PM - 1:00 PM	8	80%	26	81%	22	59%	27	59%	15	38%	8	31%	13	50%	7	100%	126	60%
1:00 PM - 1:30 PM	8	80%	14	44%	19	51%	25	54%	11	28%	5	19%	13	50%	7	100%	102	48%
1:30 PM - 2:00 PM	8	80%	10	31%	14	38%	24	52%	10	25%	4	15%	12	46%	7	100%	89	42%
2:00 PM - 2:30 PM	8	80%	9	28%	12	32%	20	43%	10	25%	2	8%	11	42%	7	100%	79	37%
2:30 PM - 3:00 PM	8	80%	9	28%	12	32%	19	41%	9	23%	2	8%	10	38%	7	100%	76	36%
3:00 PM - 3:30 PM	7	70%	14	44%	29	78%	18	39%	18	45%	4	15%	10	38%	6	86%	106	50%
3:30 PM - 4:00 PM	8	80%	15	47%	29	78%	19	41%	18	45%	4	15%	10	38%	7	100%	110	52%
4:00 PM - 4:30 PM	9	90%	18	56%	27	73%	18	39%	18	45%	4	15%	11	42%	5	71%	110	52%
4:30 PM - 5:00 PM	10	100%	21	66%	29	78%	21	46%	16	40%	7	27%	11	42%	5	71%	120	57%
5:00 PM - 5:30 PM	10	100%	29	91%	33	89%	17	37%	17	43%	6	23%	11	42%	5	71%	128	61%
5:30 PM - 6:00 PM	10	100%	31	97%	32	86%	19	41%	21	53%	9	35%	8	31%	3	43%	<b>133</b>	63%
6:00 PM - 6:30 PM	10	100%	25	78%	27	73%	16	35%	21	53%	8	31%	5	19%	1	14%	113	54%
6:30 PM - 7:00 PM	10	100%	16	50%	29	78%	13	28%	19	48%	7	27%	3	12%	0	0%	97	46%
7:00 PM - 7:30 PM	10	100%	23	72%	31	84%	16	35%	17	43%	8	31%	3	12%	0	0%	108	51%
7:30 PM - 8:00 PM	10	100%	29	91%	32	86%	18	39%	15	38%	8	31%	2	8%	0	0%	114	54%
8:00 PM - 8:30 PM	9	90%	33	103%	31	84%	15	33%	15	38%	6	23%	4	15%	0	0%	113	54%
8:30 PM - 9:00 PM	7	70%	28	88%	24	65%	16	35%	10	25%	3	12%	4	15%	1	14%	93	44%
9:00 PM - 9:30 PM	6	60%	27	84%	25	68%	13	28%	8	20%	2	8%	4	15%	1	14%	86	41%
9:30 PM - 10:00 PM	5	50%	27	84%	26	70%	13	28%	7	18%	2	8%	4	15%	1	14%	85	40%
10:00 PM - 10:30 PM	5	50%	27	84%	20	54%	12	26%	5	13%	2	8%	3	12%	1	14%	75	36%
10:30 PM - 11:00 PM	4	40%	26	81%	19	51%	12	26%	6	15%	3	12%	3	12%	1	14%	74	35%
11:00 PM - 11:30 PM	6	60%	23	72%	20	54%	12	26%	4	10%	3	12%	3	12%	1	14%	72	34%
11:30 PM - 12:00 AM	7	70%	17	53%	16	43%	6	13%	3	8%	3	12%	3	12%	1	14%	56	27%

**133** Maximum number of occupied parking spaces - 133 vehicles from 5:30 PM - 6:00 PM

<sup>1</sup> One vehicle was illegally parked from 9:00 AM - 11:30 AM. Vehicles parked in Zone H from 6:00 AM - 7:00 PM are likely for users of the office building to the south of the project site.

<sup>2</sup> Does not include the 32 off-site parking spaces located in a nearby parking structure, which have been assumed to be unoccupied due to the vacancy of the existing quality restaurant on Parcel 1.

Table 12

## Saturday (February 12, 2011) Parking Count

	Number of Parked Vehicles and Percentage of Occupied Parking Spaces																	
Time Period	Parking Zone A		Parking Zone B		Parking Zone C		Parking Zone D		Parking Zone E		Parking Zone F		Parking Zone G		Parking Zone H		Total <sup>1</sup>	
Parking Spaces Provided	10		32		37		46		40		26		13		7		211	
6:00 AM - 6:30 AM	0	0%	2	6%	2	5%	0	0%	2	5%	0	0%	0	0%	0	0%	6	3%
6:30 AM - 7:00 AM	0	0%	2	6%	2	5%	0	0%	2	5%	0	0%	0	0%	0	0%	6	3%
7:00 AM - 7:30 AM	0	0%	2	6%	2	5%	0	0%	2	5%	0	0%	0	0%	1	14%	7	3%
7:30 AM - 8:00 AM	0	0%	2	6%	2	5%	0	0%	2	5%	1	4%	0	0%	1	14%	8	4%
8:00 AM - 8:30 AM	0	0%	2	6%	1	3%	0	0%	3	8%	1	4%	1	4%	4	57%	12	6%
8:30 AM - 9:00 AM	0	0%	2	6%	2	5%	1	2%	3	8%	0	0%	1	4%	5	71%	14	7%
9:00 AM - 9:30 AM	0	0%	2	6%	2	5%	1	2%	2	5%	0	0%	1	4%	6	86%	14	7%
9:30 AM - 10:00 AM	0	0%	2	6%	2	5%	1	2%	1	3%	0	0%	1	4%	5	71%	12	6%
10:00 AM - 10:30 AM	2	20%	4	13%	2	5%	1	2%	1	3%	0	0%	1	4%	7	100%	18	9%
10:30 AM - 11:00 AM	0	0%	2	6%	1	3%	2	4%	1	3%	0	0%	1	4%	7	100%	14	7%
11:00 AM - 11:30 AM	1	10%	3	9%	3	8%	1	2%	2	5%	0	0%	1	4%	7	100%	18	9%
11:30 AM - 12:00 PM	0	0%	2	6%	3	8%	1	2%	2	5%	0	0%	1	4%	7	100%	16	8%
12:00 PM - 12:30 PM	5	50%	4	13%	10	27%	2	4%	3	8%	1	4%	1	4%	6	86%	32	15%
12:30 PM - 1:00 PM	5	50%	3	9%	16	43%	2	4%	2	5%	2	8%	2	8%	6	86%	38	18%
1:00 PM - 1:30 PM	9	90%	4	13%	20	54%	1	2%	3	8%	2	8%	1	4%	4	57%	44	21%
1:30 PM - 2:00 PM	10	100%	3	9%	13	35%	1	2%	5	13%	2	8%	1	4%	5	71%	40	19%
2:00 PM - 2:30 PM	8	80%	3	9%	12	32%	1	2%	4	10%	0	0%	1	4%	5	71%	34	16%
2:30 PM - 3:00 PM	7	70%	2	6%	6	16%	2	4%	3	8%	0	0%	1	4%	5	71%	26	12%
3:00 PM - 3:30 PM	4	40%	2	6%	5	14%	2	4%	3	8%	2	8%	1	4%	6	86%	25	12%
3:30 PM - 4:00 PM	3	30%	3	9%	5	14%	2	4%	1	3%	2	8%	1	4%	4	57%	21	10%
4:00 PM - 4:30 PM	4	40%	4	13%	5	14%	2	4%	2	5%	0	0%	1	4%	6	86%	24	11%
4:30 PM - 5:00 PM	6	60%	3	9%	4	11%	2	4%	2	5%	0	0%	1	4%	5	71%	23	11%
5:00 PM - 5:30 PM	5	50%	3	9%	6	16%	2	4%	1	3%	0	0%	0	0%	0	0%	17	8%
5:30 PM - 6:00 PM	5	50%	4	13%	14	38%	2	4%	1	3%	0	0%	0	0%	0	0%	26	12%
6:00 PM - 6:30 PM	6	60%	5	16%	14	38%	1	2%	1	3%	0	0%	0	0%	0	0%	27	13%
6:30 PM - 7:00 PM	4	40%	5	16%	13	35%	0	0%	3	8%	0	0%	0	0%	0	0%	25	12%
7:00 PM - 7:30 PM	5	50%	4	13%	14	38%	0	0%	2	5%	1	4%	0	0%	0	0%	26	12%
7:30 PM - 8:00 PM	5	50%	7	22%	12	32%	0	0%	4	10%	1	4%	0	0%	0	0%	29	14%
8:00 PM - 8:30 PM	4	40%	7	22%	19	51%	0	0%	4	10%	1	4%	0	0%	0	0%	35	17%
8:30 PM - 9:00 PM	4	40%	5	16%	18	49%	0	0%	4	10%	2	8%	0	0%	0	0%	33	16%
9:00 PM - 9:30 PM	5	50%	8	25%	19	51%	0	0%	4	10%	1	4%	1	4%	0	0%	38	18%
9:30 PM - 10:00 PM	9	90%	10	31%	15	41%	0	0%	6	15%	2	8%	1	4%	0	0%	43	20%
10:00 PM - 10:30 PM	10	100%	11	34%	22	59%	0	0%	5	13%	1	4%	1	4%	0	0%	50	24%
10:30 PM - 11:00 PM	10	100%	11	34%	23	62%	0	0%	7	18%	1	4%	0	0%	0	0%	52	25%
11:00 PM - 11:30 PM	9	90%	11	34%	18	49%	0	0%	6	15%	1	4%	0	0%	0	0%	45	21%
11:30 PM - 12:00 AM	10	100%	7	22%	22	59%	2	4%	4	10%	2	8%	0	0%	0	0%	47	22%

<sup>1</sup> 52 Maximum number of occupied parking spaces - 52 vehicles from 10:30 PM - 11:00 PM.

<sup>1</sup> Does not include the 32 off-site parking spaces located in a nearby parking structure, which have been assumed to be unoccupied due to the vacancy of the existing quality restaurant on Parcel 1.

**Table 13**

**Parking Spaces Required By City of Newport Beach Parking Code<sup>1</sup>**

Land Use	Quantity	Units <sup>2</sup>	Parking Code	Parking Code Requirement
Retail <sup>3</sup>	4.325	TSF	1 parking space per 250 square feet of net floor area	18
Bank	4.000	TSF	1 parking space per 250 square feet of gross floor area	16
High-Turnover Restaurant <sup>4</sup>	2.000	TSF	1 parking space per 40 square feet of net public area	50
Fast Food Restaurant	1.000	TSF	1 parking space per 50 square feet of gross floor area	20
Total				104

<sup>1</sup> See Appendix H.

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> TSF based upon net floor area.

<sup>4</sup> TSF based upon net public area.

**Table 14**

**Parking Code Requirements<sup>1</sup>**

Land Use	Quantity	Units <sup>2</sup>	City Parking Code <sup>4</sup>	Weekday Requirements <sup>3</sup>			Weekend Requirements		
				Customer/ Visitor/Guest	Employee/ Resident	Total	Customer/ Visitor/Guest	Employee/ Resident	Total
<u>Parking Rates:</u>									
Retail	4.325	TSF	4.00	3.22	0.78	4.00	3.20	0.80	4.00
Bank	4.000	TSF	4.00	2.61	1.39	4.00	2.61	1.39	4.00
High-Turnover Restaurant	2.000	TSF	25.00	21.50	3.50	25.00	21.25	3.75	25.00
Fast Food Restaurant	1.000	TSF	20.00	17.00	3.00	20.00	17.14	2.86	20.00
<u>Parking Required:</u>									
Retail	4.325	TSF	18	14	4	18	14	4	18
Bank	4.000	TSF	16	10	6	16	10	6	16
High-Turnover Restaurant	2.000	TSF	50	43	7	50	43	7	50
Fast Food Restaurant	1.000	TSF	20	17	3	20	17	3	20
Total			104	84	20	104	84	20	104

<sup>1</sup> Source: City of Newport Beach and Urban Land Institute Shared Parking 2nd Edition, 2005. The Urban Land Institute's Shared Parking provides splits for customers/visitors/guests vs. employees/residents for weekdays and weekends. These splits were applied to the City Parking Code so that the sum of the splits is equal to the City Parking Code modified per TSF.

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Weekday is defined as 6:00 AM Monday through 5:00 PM Friday.

<sup>4</sup> City Parking Code modified per TSF.

Table 15

**Parking Code Requirements for a Friday  
With Time-of-Day (TOD) Factors<sup>1</sup>**

Time Period	Parking Code Requirements <sup>2,3</sup>																				Total
	Retail <sup>4</sup>					Bank <sup>5</sup>					High-Turnover Restaurant <sup>6</sup>					Fast Food Restaurant <sup>7</sup>					
	Customer	TOD Factor	Employee	TOD Factor	Subtotal	Customer	TOD Factor	Employee	TOD Factor	Subtotal	Customer	TOD Factor	Employee	TOD Factor	Subtotal	Customer	TOD Factor	Employee	TOD Factor	Subtotal	
6 00 AM - 6 30 AM	14	1%	4	10%	1	10	0%	6	0%	0	43	25%	7	50%	15	17	5%	3	15%	2	18
6 30 AM - 7 00 AM	14	1%	4	10%	1	10	0%	6	0%	0	43	25%	7	50%	15	17	5%	3	15%	2	18
7 00 AM - 7 30 AM	14	5%	4	15%	2	10	0%	6	0%	0	43	50%	7	75%	27	17	10%	3	20%	3	32
7 30 AM - 8 00 AM	14	5%	4	15%	2	10	0%	6	0%	0	43	50%	7	75%	27	17	10%	3	20%	3	32
8 00 AM - 8 30 AM	14	15%	4	40%	4	10	50%	6	60%	9	43	60%	7	90%	33	17	20%	3	30%	5	51
8 30 AM - 9 00 AM	14	15%	4	40%	4	10	50%	6	60%	9	43	60%	7	90%	33	17	20%	3	30%	5	51
9 00 AM - 9 30 AM	14	35%	4	75%	8	10	90%	6	100%	15	43	75%	7	90%	39	17	30%	3	40%	7	69
9 30 AM - 10 00 AM	14	35%	4	75%	8	10	90%	6	100%	15	43	75%	7	90%	39	17	30%	3	40%	7	69
10 00 AM - 10 30 AM	14	65%	4	85%	13	10	100%	6	100%	16	43	85%	7	100%	44	17	55%	3	75%	12	85
10 30 AM - 11 00 AM	14	65%	4	85%	13	10	100%	6	100%	16	43	85%	7	100%	44	17	55%	3	75%	12	85
11 00 AM - 11 30 AM	14	85%	4	95%	16	10	50%	6	100%	11	43	90%	7	100%	46	17	85%	3	100%	18	91
11 30 AM - 12 00 PM	14	85%	4	95%	16	10	50%	6	100%	11	43	90%	7	100%	46	17	85%	3	100%	18	91
12 00 PM - 12 30 PM	14	95%	4	100%	18	10	50%	6	100%	11	43	100%	7	100%	50	17	100%	3	100%	20	99
12 30 PM - 1 00 PM	14	95%	4	100%	18	10	50%	6	100%	11	43	100%	7	100%	50	17	100%	3	100%	20	99
1 00 PM - 1 30 PM	14	100%	4	100%	18	10	50%	6	100%	11	43	90%	7	100%	46	17	100%	3	100%	20	95
1 30 PM - 2 00 PM	14	100%	4	100%	18	10	50%	6	100%	11	43	90%	7	100%	46	17	100%	3	100%	20	95
2 00 PM - 2 30 PM	14	95%	4	100%	18	10	70%	6	100%	13	43	50%	7	100%	29	17	90%	3	95%	19	79
2 30 PM - 3 00 PM	14	95%	4	100%	18	10	70%	6	100%	13	43	50%	7	100%	29	17	90%	3	95%	19	79
3 00 PM - 3 30 PM	14	90%	4	100%	17	10	50%	6	100%	11	43	45%	7	75%	25	17	60%	3	70%	13	66
3 30 PM - 4 00 PM	14	90%	4	100%	17	10	50%	6	100%	11	43	45%	7	75%	25	17	60%	3	70%	13	66
4 00 PM - 4 30 PM	14	90%	4	100%	17	10	80%	6	100%	14	43	45%	7	75%	25	17	55%	3	60%	12	68
4 30 PM - 5 00 PM	14	90%	4	100%	17	10	80%	6	100%	14	43	45%	7	75%	25	17	55%	3	60%	12	68
5 00 PM - 5 30 PM	14	90%	4	95%	17	10	0%	6	0%	0	43	60%	7	95%	33	17	60%	3	70%	13	63
5 30 PM - 6 00 PM	14	90%	4	95%	17	10	0%	6	0%	0	43	60%	7	95%	33	17	60%	3	70%	13	63
6 00 PM - 6 30 PM	14	80%	4	85%	15	10	0%	6	0%	0	43	70%	7	95%	37	17	85%	3	90%	18	70
6 30 PM - 7 00 PM	14	80%	4	85%	15	10	0%	6	0%	0	43	70%	7	95%	37	17	85%	3	90%	18	70
7 00 PM - 7 30 PM	14	75%	4	80%	14	10	0%	6	0%	0	43	70%	7	95%	37	17	80%	3	90%	17	68
7 30 PM - 8 00 PM	14	75%	4	80%	14	10	0%	6	0%	0	43	70%	7	95%	37	17	80%	3	90%	17	68
8 00 PM - 8 30 PM	14	65%	4	75%	13	10	0%	6	0%	0	43	65%	7	95%	35	17	50%	3	60%	11	59
8 30 PM - 9 00 PM	14	65%	4	75%	13	10	0%	6	0%	0	43	65%	7	95%	35	17	50%	3	60%	11	59
9 00 PM - 9 30 PM	14	50%	4	65%	10	10	0%	6	0%	0	43	30%	7	80%	19	17	30%	3	40%	7	36
9 30 PM - 10 00 PM	14	50%	4	65%	10	10	0%	6	0%	0	43	30%	7	80%	19	17	30%	3	40%	7	36
10 00 PM - 10 30 PM	14	35%	4	45%	7	10	0%	6	0%	0	43	25%	7	65%	16	17	20%	3	30%	5	28
10 30 PM - 11 00 PM	14	35%	4	45%	7	10	0%	6	0%	0	43	25%	7	65%	16	17	20%	3	30%	5	28
11 00 PM - 11 30 PM	14	15%	4	15%	3	10	0%	6	0%	0	43	15%	7	65%	11	17	10%	3	20%	3	17
11 30 PM - 12 00 AM	14	15%	4	15%	3	10	0%	6	0%	0	43	15%	7	65%	11	17	10%	3	20%	3	17

<sup>1</sup> Source: Urban Land Institute [Shared Parking](#) 2nd Edition 2005.

<sup>2</sup> See Table 14.

<sup>3</sup> According to the Urban Land Institute weekday is defined as 6:00 AM Monday to 5:00 PM Friday. Parking code requirements and time-of-day (TOD) factors reflect weekend requirements after 5:00 PM.

<sup>4</sup> Time-of-day (TOD) factor based on Urban Land Institute land use "Community Shopping Center."

<sup>5</sup> Time-of-day (TOD) factor based on Urban Land Institute land use "Bank."

<sup>6</sup> Time-of-day (TOD) factor based on Urban Land Institute land use "Family Restaurant."

<sup>7</sup> Time-of-day (TOD) factor based on Urban Land Institute land use "Fast Food Restaurant."

**Table 16**

**Projected Peak Day (Friday) Number of Parked Vehicles**

Time Period	Peak Day Number of Parked Vehicles	Projected Parking Demand <sup>1</sup>				Total
		Retail	Bank	High-Turnover Restaurant	Fast Food Restaurant	
6:00 AM - 6:30 AM	3	1	0	15	2	21
6:30 AM - 7:00 AM	10	1	0	15	2	28
7:00 AM - 7:30 AM	16	2	0	27	3	48
7:30 AM - 8:00 AM	22	2	0	27	3	54
8:00 AM - 8:30 AM	34	4	9	33	5	85
8:30 AM - 9:00 AM	44	4	9	33	5	95
9:00 AM - 9:30 AM	56	8	15	39	7	125
9:30 AM - 10:00 AM	64	8	15	39	7	133
10:00 AM - 10:30 AM	68	13	16	44	12	153
10:30 AM - 11:00 AM	69	13	16	44	12	154
11:00 AM - 11:30 AM	71	16	11	46	18	162
11:30 AM - 12:00 PM	91	16	11	46	18	182
12:00 PM - 12:30 PM	116	18	11	50	20	215
12:30 PM - 1:00 PM	126	18	11	50	20	<b>225</b>
1:00 PM - 1:30 PM	102	18	11	46	20	197
1:30 PM - 2:00 PM	89	18	11	46	20	184
2:00 PM - 2:30 PM	79	18	13	29	19	158
2:30 PM - 3:00 PM	76	18	13	29	19	155
3:00 PM - 3:30 PM	106	17	11	25	13	172
3:30 PM - 4:00 PM	110	17	11	25	13	176
4:00 PM - 4:30 PM	110	17	14	25	12	178
4:30 PM - 5:00 PM	120	17	14	25	12	188
5:00 PM - 5:30 PM	128	17	0	33	13	191
5:30 PM - 6:00 PM	133	17	0	33	13	196
6:00 PM - 6:30 PM	113	15	0	37	18	183
6:30 PM - 7:00 PM	97	15	0	37	18	167
7:00 PM - 7:30 PM	108	14	0	37	17	176
7:30 PM - 8:00 PM	114	14	0	37	17	182
8:00 PM - 8:30 PM	113	13	0	35	11	172
8:30 PM - 9:00 PM	93	13	0	35	11	152
9:00 PM - 9:30 PM	86	10	0	19	7	122
9:30 PM - 10:00 PM	85	10	0	19	7	121
10:00 PM - 10:30 PM	75	7	0	16	5	103
10:30 PM - 11:00 PM	74	7	0	16	5	102
11:00 PM - 11:30 PM	72	3	0	11	3	89
11:30 PM - 12:00 AM	56	3	0	11	3	73

**225** = Maximum projected number of occupied parking spaces - 225 vehicles from 12:30 PM - 1:00 PM.

<sup>1</sup> See Table 15.

**Table 17**

**Parking Demand Summary**

Descriptor	Number of Parking Spaces
Maximum Projected Parking Demand During Peak Hours <sup>1</sup>	225
Proposed Parking Spaces Provided <sup>2</sup>	222
Additional Parking Spaces Needed	3

<sup>1</sup> See Table 16.

<sup>2</sup> Includes 32 off-site parking spaces located in a nearby parking structure.

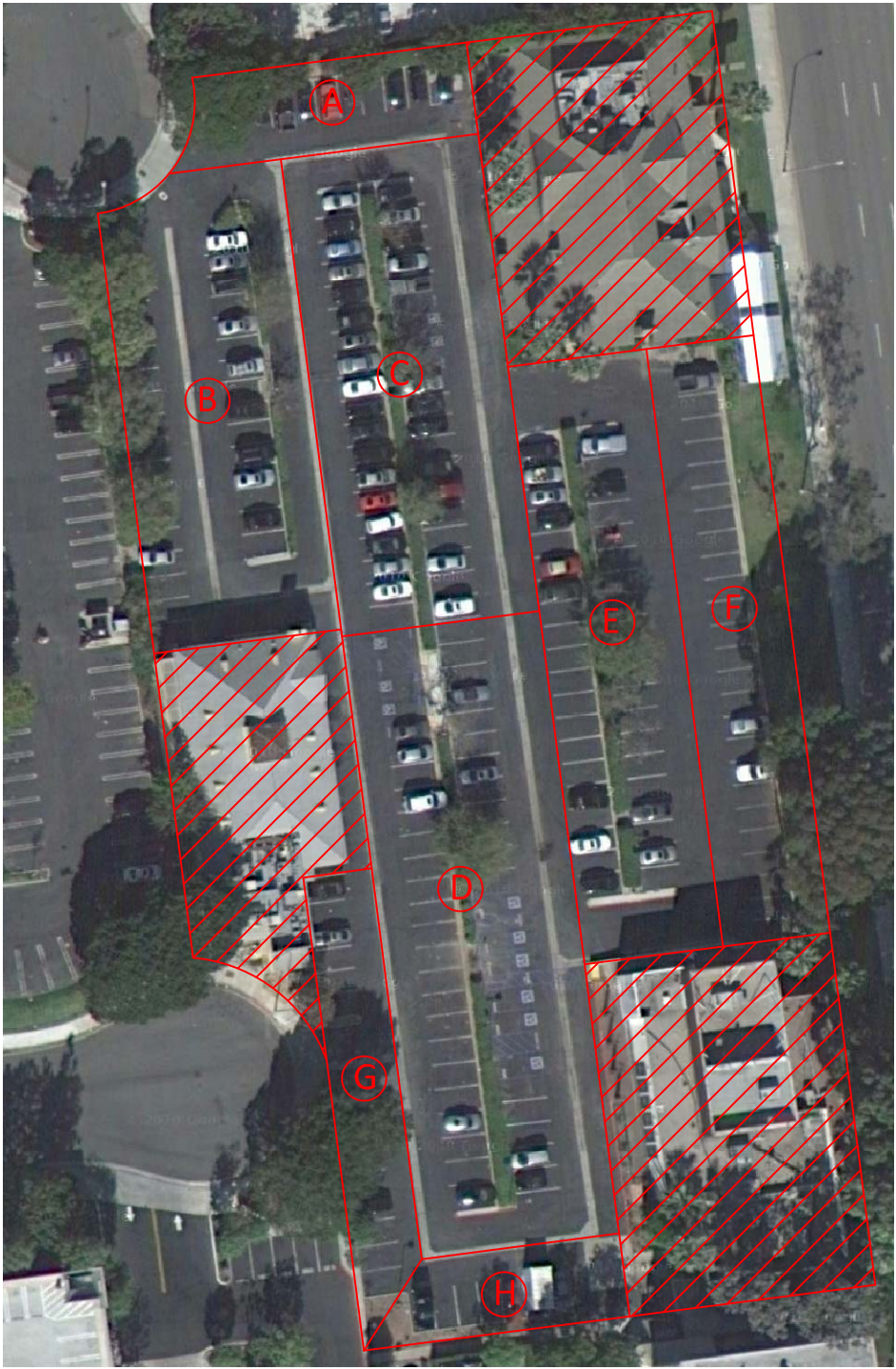
## Circulation Recommendations



4839c/29



Figure 30  
Parking Zone Boundary Map

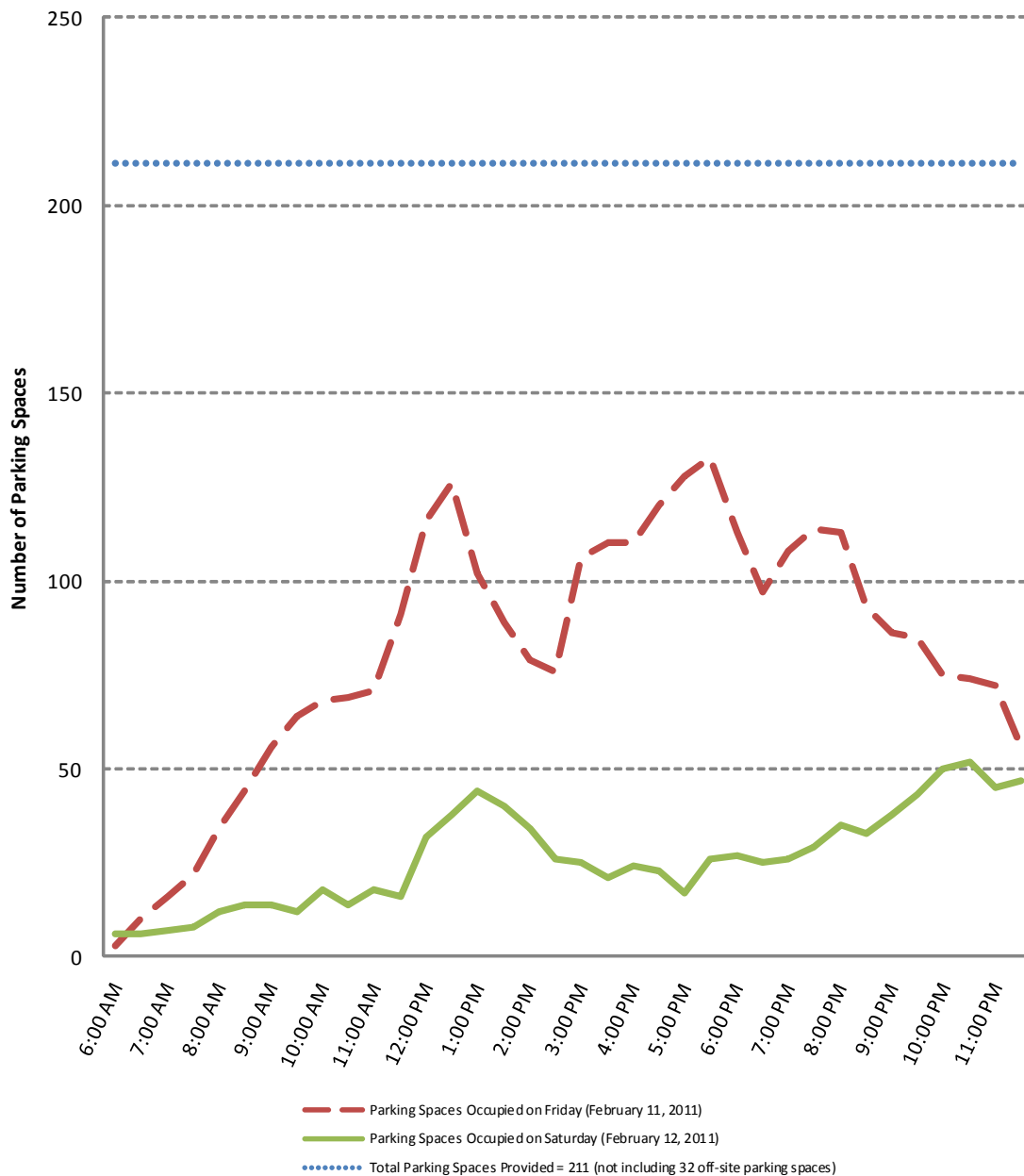


Legend

- (A) = Parking Zone  
— = Parking Zone Boundary



Figure 31  
Parking Survey Summary Graph (Existing Conditions)



## **Appendices**

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<b>Appendix A</b>	<b>Glossary of Transportation Terms</b>
<b>Appendix B</b>	<b>Year 2008/2009 Worksheets</b>
<b>Appendix C</b>	<b>Regional Traffic Annual Growth Rate</b>
<b>Appendix D</b>	<b>Explanation and Calculation of Intersection Capacity Utilization</b>
<b>Appendix E</b>	<b>Approved Project Data</b>
<b>Appendix F</b>	<b>TPO One-Percent Analysis Calculation Worksheets</b>
<b>Appendix G</b>	<b>Cumulative Project Data</b>
<b>Appendix H</b>	<b>City of Newport Beach Parking Code Requirements</b>
<b>Appendix I</b>	<b>Parking Covenant and Agreement</b>

Please reference the included CD to view and print the Appendices.

For a printed copy of the Appendices, please contact us at:

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## **APPENDIX A**

### **Glossary of Transportation Terms**

## GLOSSARY OF TRANSPORTATION TERMS

### COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C	Volume/Capacity
VMT:	Vehicle Miles Traveled

### TERMS

**AVERAGE DAILY TRAFFIC:** The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

**BANDWIDTH:** The number of seconds of green time available for through traffic in a signal progression.

**BOTTLENECK:** A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

**CAPACITY:** The maximum number of vehicles which can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

**CHANNELIZATION:** The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

**CLEARANCE INTERVAL:** Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

**CORDON:** An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

**CYCLE LENGTH:** The time period in seconds required for one complete signal cycle.

**CUL-DE-SAC STREET:** A local street open at one end only, and with special provisions for turning around.

**DAILY CAPACITY:** The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

**DAILY TRAFFIC:** Same as average daily traffic.

**DELAY:** The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

**DEMAND RESPONSIVE SIGNAL:** Same as traffic-actuated signal.

**DENSITY:** The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

**DETECTOR:** A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

**DESIGN SPEED:** A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

**DIRECTIONAL SPLIT:** The percent of traffic in the peak direction at any point in time.

**DIVERSION:** The rerouting of peak hour traffic to avoid congestion.

**FIXED TIME SIGNAL:** Same as pretimed signal.

**FORCED FLOW:** Opposite of free flow.

**FREE FLOW:** Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

**GAP:** Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

**HEADWAY:** Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

**INTERCONNECTED SIGNAL SYSTEM:** A number of intersections that are connected to achieve signal progression.

**LEVEL OF SERVICE:** A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

**LOOP DETECTOR:** A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

**MINIMUM ACCEPTABLE GAP:** Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

**MULTI-MODAL:** More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

**OFFSET:** The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

**PLATOON:** A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

**ORIGIN-DESTINATION SURVEY:** A survey to determine the point of origin and the point of destination for a given vehicle trip.

**PASSENGER CAR EQUIVALENTS (PCE):** One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

**PRETIMED SIGNAL:** A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions.

**PROGRESSION:** A term used to describe the progressive movement of traffic through several signalized intersections.

**SCREEN-LINE:** An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

**SIGNAL CYCLE:** The time period in seconds required for one complete sequence of signal indications.

**SIGNAL PHASE:** The part of the signal cycle allocated to one or more traffic movements.

**STARTING DELAY:** The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

**TRAFFIC-ACTUATED SIGNAL:** A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

**TRIP:** The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

**TRIP-END:** One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

**TRIP GENERATION RATE:** The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

**TRUCK:** A vehicle having dual tires on one or more axles, or having more than two axles.

**UNBALANCED FLOW:** Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

**VEHICLE MILES OF TRAVEL:** A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.



**APPENDIX B**

**Year 2008/2009 Worksheets**

Transportation Studies, Inc.  
2680 Walnut Avenue  
Suite C  
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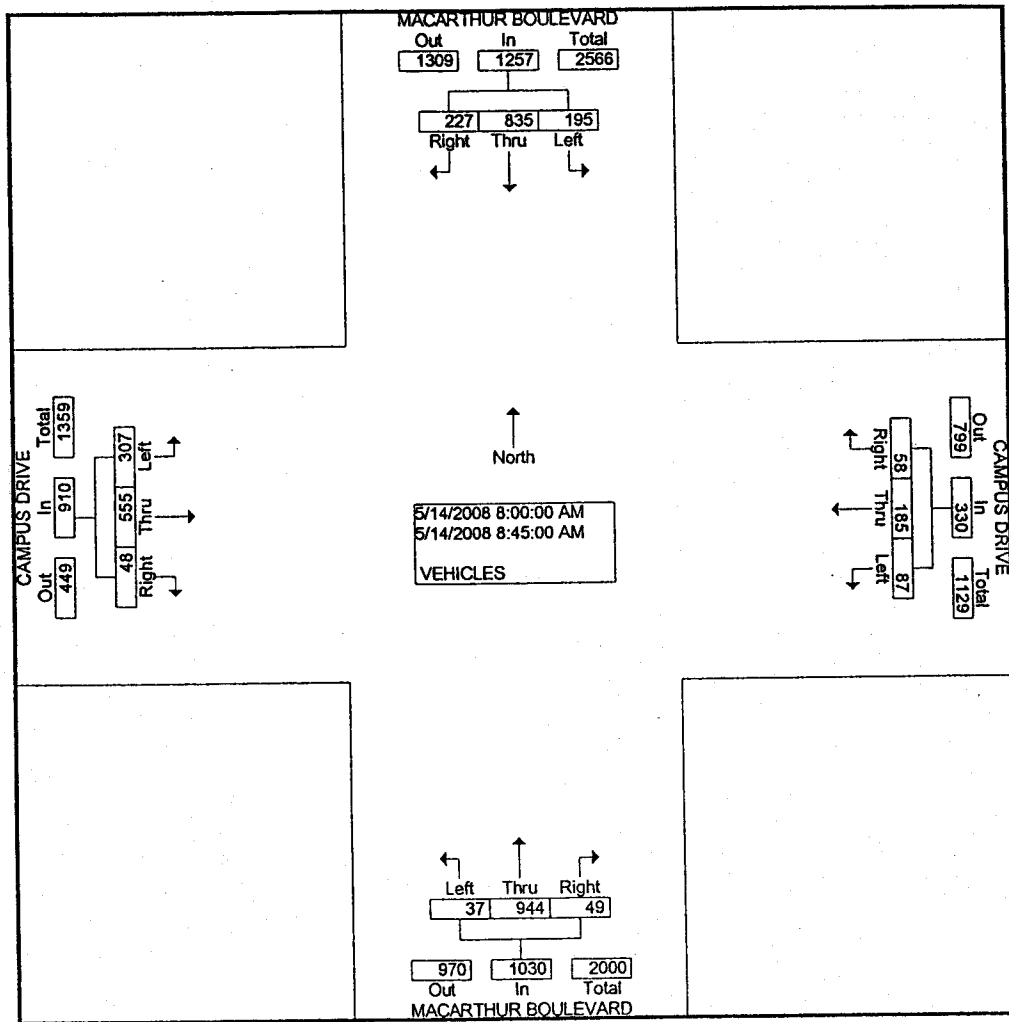
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N-S Direction: MACARTHUR BOULEVARD  
E-W Direction: CAMPUS DRIVE

File Name : H0804094  
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Page No : 1

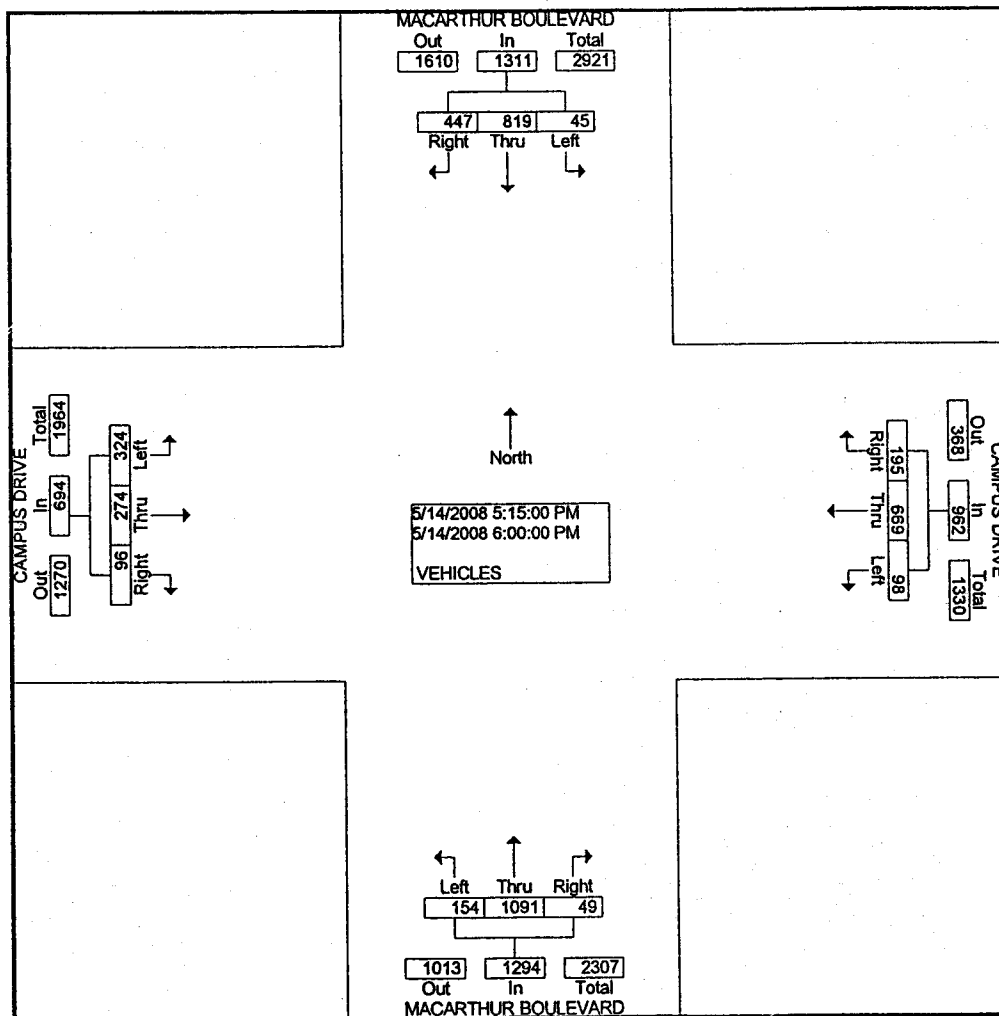
Groups Printed- VEHICLES

	MACARTHUR BOULEVARD Southbound			CAMPUS DRIVE Westbound			MACARTHUR BOULEVARD Northbound			CAMPUS DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	24	139	41	4	28	4	5	112	4	10	68	33	472
07:15 AM	30	130	35	12	25	4	3	94	10	22	116	71	552
07:30 AM	49	190	48	14	34	15	5	174	7	11	114	79	740
07:45 AM	44	205	41	17	40	13	8	207	12	15	130	74	806
Total	147	664	165	47	127	36	21	587	33	58	428	257	2570
08:00 AM	52	203	50	14	44	23	10	231	13	14	127	80	861
08:15 AM	58	212	46	18	51	25	15	245	9	13	144	77	913
08:30 AM	61	219	52	15	48	20	11	236	8	10	151	84	915
08:45 AM	56	201	47	11	42	19	13	232	7	11	133	66	838
Total	227	835	195	58	185	87	49	944	37	48	555	307	3527
*** BREAK ***													
04:30 PM	98	149	4	39	173	18	5	225	21	28	66	76	902
04:45 PM	118	157	6	44	161	21	8	231	31	23	61	69	930
Total	216	306	10	83	334	39	13	456	52	51	127	145	1832
05:00 PM	108	164	9	41	177	26	10	251	30	21	76	69	982
05:15 PM	104	182	11	51	166	24	13	272	41	24	74	87	1049
05:30 PM	121	204	10	52	182	21	15	288	39	27	57	72	1088
05:45 PM	118	219	13	48	162	27	11	274	34	21	72	88	1087
Total	451	769	43	192	687	98	49	1085	144	93	279	316	4206
06:00 PM	104	214	11	44	159	26	10	257	40	24	71	77	1037
06:15 PM	88	209	14	37	169	23	11	250	39	30	67	68	1005
Grand Total	1233	2997	438	461	1661	309	153	3579	345	304	1527	1170	14177
Apprch %	26.4	64.2	9.4	19.0	68.3	12.7	3.8	87.8	8.5	10.1	50.9	39.0	
Total %	8.7	21.1	3.1	3.3	11.7	2.2	1.1	25.2	2.4	2.1	10.8	8.3	

	MACARTHUR BOULEVARD Southbound				CAMPUS DRIVE Westbound				MACARTHUR BOULEVARD Northbound				CAMPUS DRIVE Eastbound				In. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	In. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	227	835	195	1257	58	185	87	330	49	944	37	1030	48	555	307	910	3527
Percent	18.1	66.4	15.5		17.6	56.1	26.4		4.8	91.7	3.6		5.3	61.0	33.7		
08:30																	
Volume	61	219	52	332	15	48	20	83	11	236	8	255	10	151	84	245	915
Peak Factor																	0.964
High Int.	08:30 AM				08:15 AM				08:15 AM				08:30 AM				
Volume	61	219	52	332	18	51	25	94	15	245	9	269	10	151	84	245	
Peak Factor	0.947				0.878				0.957				0.929				



	MACARTHUR BOULEVARD Southbound				CAMPUS DRIVE Westbound				MACARTHUR BOULEVARD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	447	819	45	1311	195	669	96	962	49	1091	154	1294	96	274	324	694	4261
Percent	34.1	62.5	3.4		20.3	69.5	10.2		3.8	84.3	11.9		13.8	39.5	46.7		
05:30																	
Volume	121	204	10	335	52	182	21	255	15	288	39	342	27	57	72	156	1088
Peak Factor																	0.979
High Int.	05:45 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	118	219	13	350	52	182	21	255	15	288	39	342	24	74	87	185	
Peak Factor																	0.938



# Intersection Turning Movement

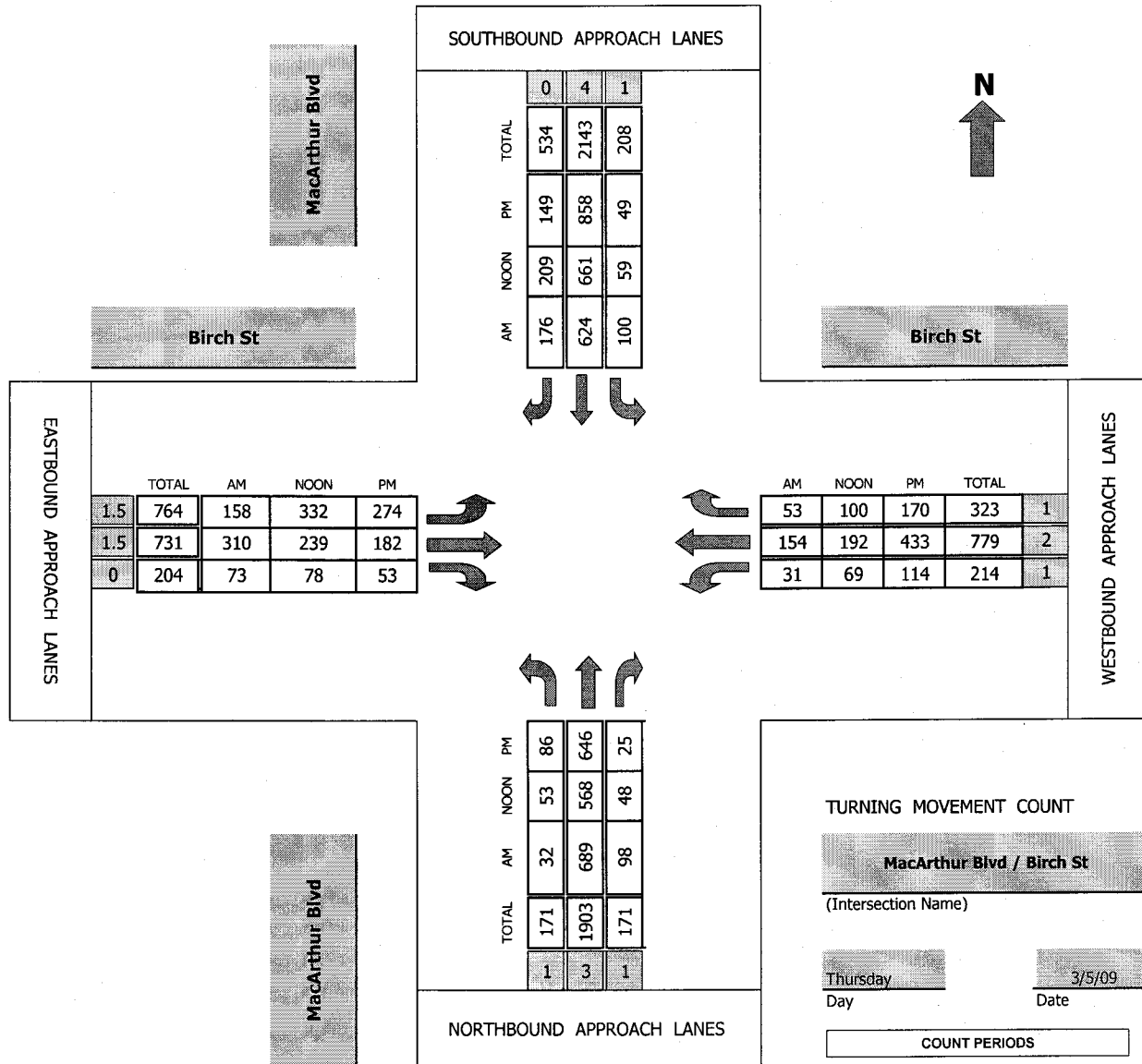
Prepared by:



National Data & Surveying Services

## TMC Summary of MacArthur Blvd/Birch St

Project #: 09-5077-017



CONTROL: Signalized

AM PEAK HOUR 815 AM  
NOON PEAK HOUR 1245 PM  
PM PEAK HOUR 500 PM

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

N-S STREET: MacArthur Blvd

DATE: 03/05/2009

LOCATION: City of Newport Beach

E-W STREET: Birch St

DAY: THURSDAY

PROJECT# 09-5077-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 4	SR 0	EL 1.5	ET 1.5	ER 0	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM													
7:15 AM													
7:30 AM	5	123	18	22	107	34	28	68	14	7	21	4	451
7:45 AM	4	195	16	23	148	37	25	61	15	5	32	10	571
8:00 AM	13	190	26	22	131	37	31	49	22	5	34	5	565
8:15 AM	7	176	20	19	167	41	31	92	20	11	30	11	625
8:30 AM	7	178	32	14	147	39	37	77	25	4	38	10	608
8:45 AM	11	170	24	34	170	49	44	68	11	10	43	11	645
9:00 AM	7	165	22	33	140	47	46	73	17	6	43	21	620
9:15 AM	10	139	22	17	128	40	33	33	7	6	27	19	481
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 64	NT 1336	NR 180	SL 184	ST 1138	SR 324	EL 275	ET 521	ER 131	WL 54	WT 268	WR 91	TOTAL 4566

AM Peak Hr Begins at: 815 AM

PEAK VOLUMES =	32	689	98	100	624	176	158	310	73	31	154	53	2498
PEAK HR. FACTOR:		0.944			0.889			0.946			0.850		0.968

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: MacArthur Blvd

DATE: 03/05/2009

LOCATION: City of Newport Beach

E-W STREET: Birch St

DAY: THURSDAY

PROJECT# 09-5077-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 4	SR 0	EL 1.5	ET 1.5	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM	14	126	5	18	154	42	65	35	9	12	68	22	570
4:30 PM	18	153	6	9	167	28	56	34	9	21	84	36	621
4:45 PM	18	127	4	9	172	46	74	44	18	22	98	31	663
5:00 PM	30	188	9	14	213	37	82	58	16	23	147	48	865
5:15 PM	16	161	5	12	210	37	64	48	16	30	84	35	718
5:30 PM	16	158	7	9	208	36	78	42	11	38	113	48	764
5:45 PM	24	139	4	14	227	39	50	34	10	23	89	39	692
6:00 PM	21	134	4	11	174	38	62	38	7	23	77	39	628
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 157	NT 1186	NR 44	SL 96	ST 1525	SR 303	EL 531	ET 333	ER 96	WL 192	WT 760	WR 298	TOTAL 5521

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	86	646	25	49	858	149	274	182	53	114	433	170	3039
PEAK HR. FACTOR:	0.834			0.943			0.816			0.822			0.878

CONTROL: Signalized

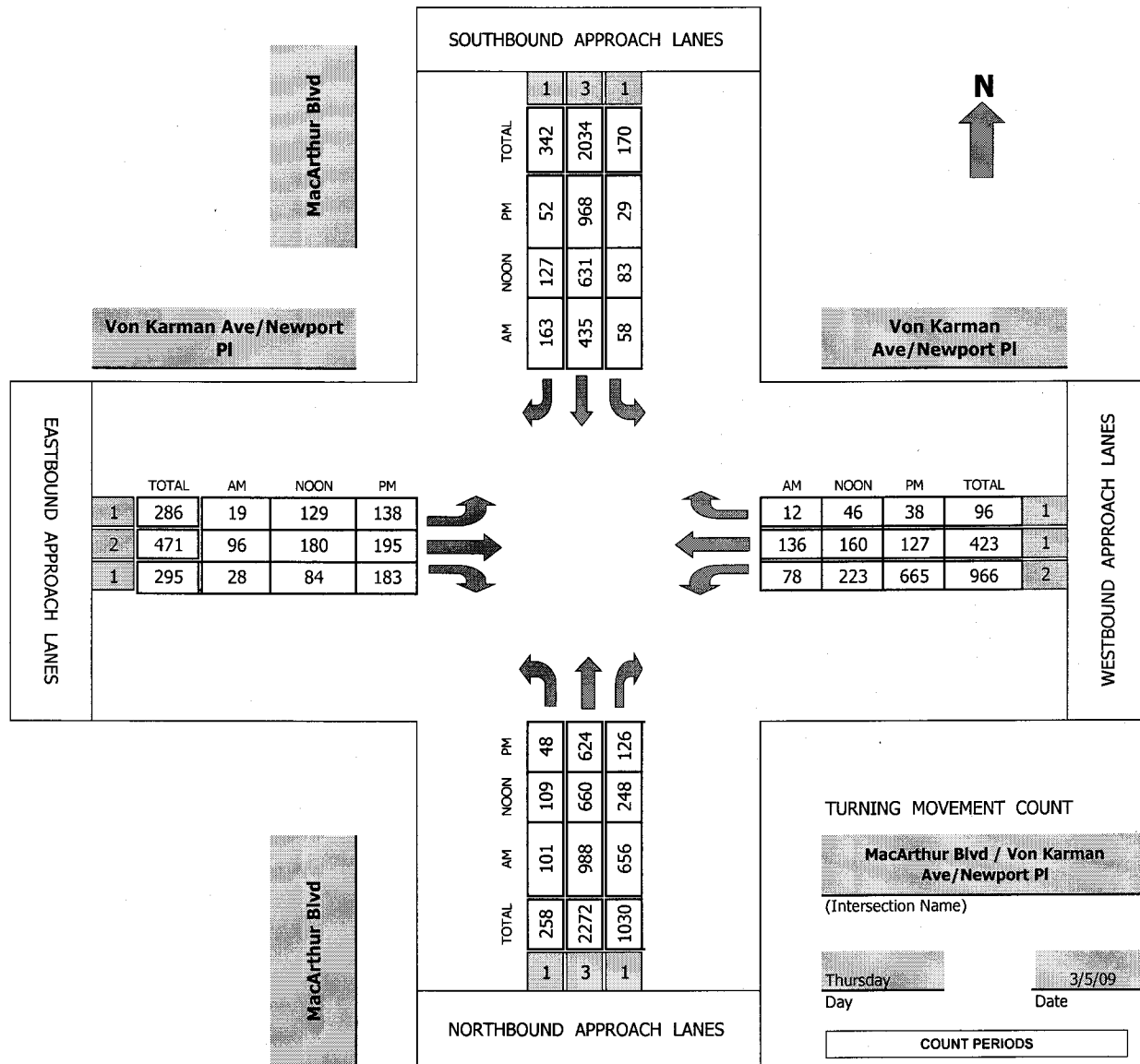
**Prepared by:** \_\_\_\_\_



## National Data & Surveying Services

**TMC Summary of MacArthur Blvd/Von Karman Ave/Newport Pl**

Project #: 09-5077-016



CONTROL: Signalized

AM PEAK HOUR	<u>800 AM</u>
NOON PEAK HOUR	<u>1245 PM</u>
PM PEAK HOUR	<u>500 PM</u>



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: MacArthur Blvd

DATE: 03/05/2009

LOCATION: City of Newport Beach

E-W STREET: Von Karman Ave/Newport Pl

DAY: THURSDAY

PROJECT# 09-5077-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 2	ER 1	WL 2	WT 1	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM													
7:15 AM													
7:30 AM	19	173	117	12	81	19	2	14	3	7	11	1	459
7:45 AM	25	219	169	17	94	38	10	23	4	19	28	1	647
8:00 AM	14	251	194	18	97	28	5	15	5	15	24	2	668
8:15 AM	27	254	165	17	122	56	8	26	11	17	31	3	737
8:30 AM	30	244	146	10	102	30	1	38	5	24	46	1	677
8:45 AM	30	239	151	13	114	49	5	17	7	22	35	6	688
9:00 AM	27	227	127	13	103	31	6	15	16	29	35	6	635
9:15 AM	21	225	86	16	86	30	6	20	7	25	22	5	549
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 193	NT 1832	NR 1155	SL 116	ST 799	SR 281	EL 43	ET 168	ER 58	WL 158	WT 232	WR 25	TOTAL 5060

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	101	988	656	58	435	163	19	96	28	78	136	12	2770
PEAK HR. FACTOR:	0.950			0.841			0.794			0.796			0.940

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: MacArthur Blvd

DATE: 03/05/2009

LOCATION: City of Newport Beach

E-W STREET: Von Karman Ave/Newport Pl

DAY: THURSDAY

PROJECT# 09-5077-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 2	ER 1	WL 2	WT 1	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM	16	126	29	5	178	14	33	26	41	85	25	4	582
4:30 PM	22	127	18	7	194	11	35	30	37	89	25	6	601
4:45 PM	14	139	18	3	189	12	20	34	35	93	29	17	603
5:00 PM	11	186	22	5	239	19	45	55	50	151	35	6	824
5:15 PM	14	155	41	10	267	11	34	46	40	176	35	5	834
5:30 PM	9	139	32	8	244	7	33	52	51	167	35	7	784
5:45 PM	14	144	31	6	218	15	26	42	42	171	22	20	751
6:00 PM	20	127	18	7	191	6	13	39	31	123	21	7	603
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 120	NT 1143	NR 209	SL 51	ST 1720	SR 95	EL 239	ET 324	ER 327	WL 1055	WT 227	WR 72	TOTAL 5582

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	48	624	126	29	968	52	138	195	183	665	127	38	3193
PEAK HR. FACTOR:	0.911			0.911			0.860			0.961			0.957

CONTROL: Signalized

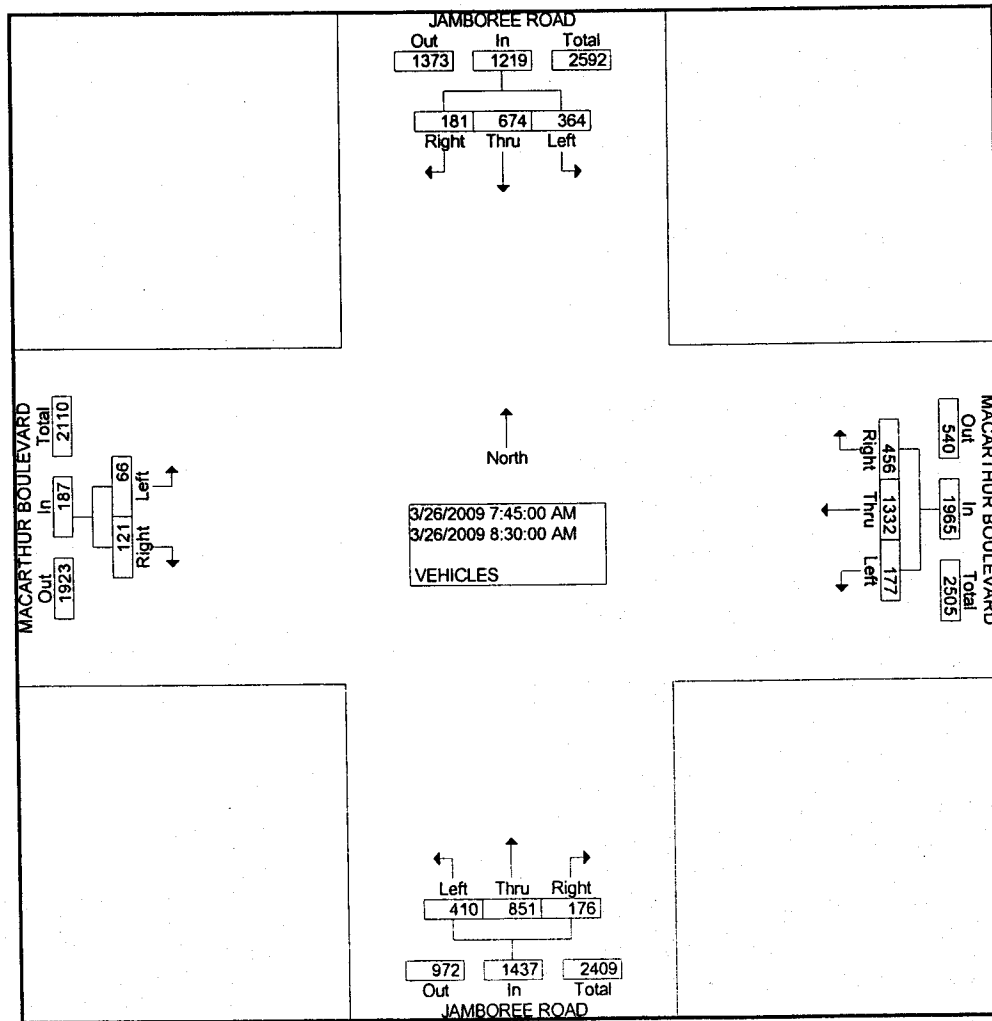
City: NEWPORT BEACH  
N-S Direction: JAMBOREE ROAD  
E-W Direction: MACARTHUR BOULEVARD

File Name : H0903077  
Site Code : 00000000  
Start Date : 3/26/2009  
Page No : 1

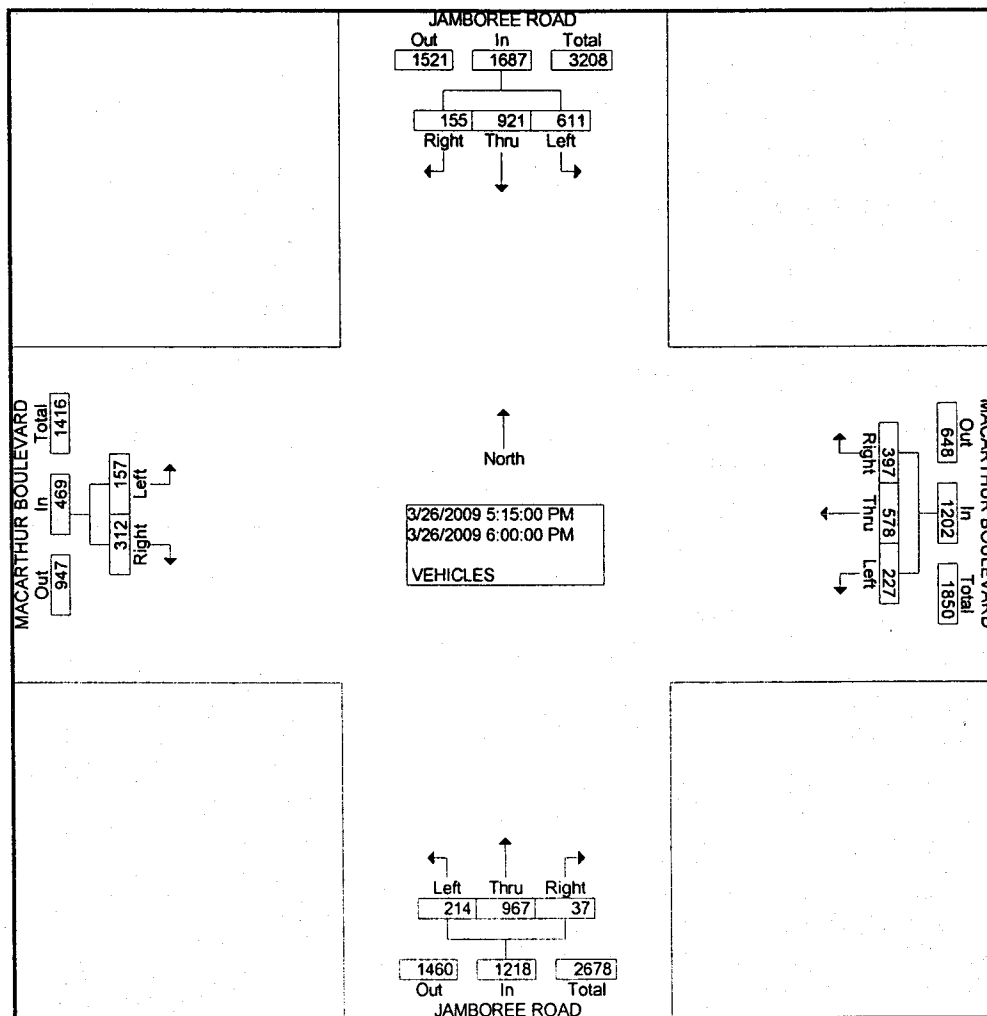
Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			MACARTHUR BOULEVARD Westbound			JAMBOREE ROAD Northbound			MACARTHUR BOULEVARD Eastbound			Exclu. Total	Inclu. Total	Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left			
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	25	132	57	50	166	14	17	128	63	22	44	5	44	679	723
07:15 AM	23	155	82	70	196	20	23	148	72	29	56	14	56	832	888
07:30 AM	37	157	79	105	281	42	44	208	67	28	59	18	59	1066	1125
07:45 AM	45	167	84	99	280	39	54	211	115	35	59	17	59	1146	1205
Total	130	611	302	324	923	115	138	695	317	114	218	54	218	3723	3941
08:00 AM	60	146	75	117	387	48	38	217	90	32	79	12	79	1222	1301
08:15 AM	42	157	91	125	385	50	51	199	98	24	76	22	76	1244	1320
08:30 AM	34	204	114	115	280	40	33	224	107	30	79	15	79	1196	1275
08:45 AM	45	148	102	117	306	48	44	149	104	40	94	22	94	1125	1219
Total	181	655	382	474	1358	186	166	789	399	126	328	71	328	4787	5115
*** BREAK ***															
04:30 PM	29	182	109	104	120	45	7	191	51	66	185	35	185	939	1124
04:45 PM	33	236	125	70	115	30	8	225	37	80	241	23	241	982	1223
Total	62	418	234	174	235	75	15	416	88	146	426	58	426	1921	2347
05:00 PM	23	218	140	87	131	55	6	219	52	63	212	46	212	1040	1252
05:15 PM	34	239	151	98	143	58	9	232	49	71	234	37	234	1121	1355
05:30 PM	42	227	147	107	149	55	8	239	56	83	249	41	249	1154	1403
05:45 PM	37	234	163	92	140	61	9	252	51	78	237	42	237	1159	1396
Total	136	918	601	384	563	229	32	942	208	295	932	166	932	4474	5406
06:00 PM	42	221	150	100	146	53	11	244	58	80	245	37	245	1142	1387
06:15 PM	36	232	139	89	138	47	8	239	42	75	237	34	237	1079	1316
Grand Total	587	3055	1808	1545	3363	705	370	3325	1112	836	2386	420	2386	17126	19512
Apprch %	10.8	56.1	33.2	27.5	59.9	12.6	7.7	69.2	23.1	66.6		33.4			
Total %	3.4	17.8	10.6	9.0	19.6	4.1	2.2	19.4	6.5	4.9		2.5	12.2	87.8	

	JAMBOREE ROAD Southbound				MACARTHUR BOULEVARD Westbound				JAMBOREE ROAD Northbound				MACARTHUR BOULEVARD Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																
Intersection	07:45 AM															
Volume	181	674	364	1219	456	1332	177	1965	176	851	410	1437	121	66	187	4808
Percent	14.8	55.3	29.9		23.2	67.8	9.0		12.2	59.2	28.5		64.7	35.3		
08:15	42	157	91	290	125	385	50	560	51	199	98	348	24	22	46	1244
Volume																0.966
Peak Factor																
High Int.	08:30 AM				08:15 AM				07:45 AM				07:45 AM			
Volume	34	204	114	352	125	385	50	560	54	211	115	380	35	17	52	
Peak Factor				0.866				0.877				0.945			0.899	



	JAMBOREE ROAD Southbound				MACARTHUR BOULEVARD Westbound				JAMBOREE ROAD Northbound				MACARTHUR BOULEVARD Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																
Intersection	05:15 PM															
Volume	155	921	611	1687	397	578	227	1202	37	967	214	1218	312	157	469	4576
Percent	9.2	54.6	36.2		33.0	48.1	18.9		3.0	79.4	17.6		66.5	33.5		
05:45 Volume	37	234	163	434	92	140	61	293	9	252	51	312	78	42	120	1159
Peak Factor																
High Int.	05:45 PM				05:30 PM				06:00 PM				05:30 PM			
Volume	37	234	163	434	107	149	55	311	11	244	58	313	83	41	124	
Peak Factor	0.972				0.966				0.973				0.946			



Transportation Studies, Inc.  
2680 Walnut Avenue  
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Tustin, CA. 92780

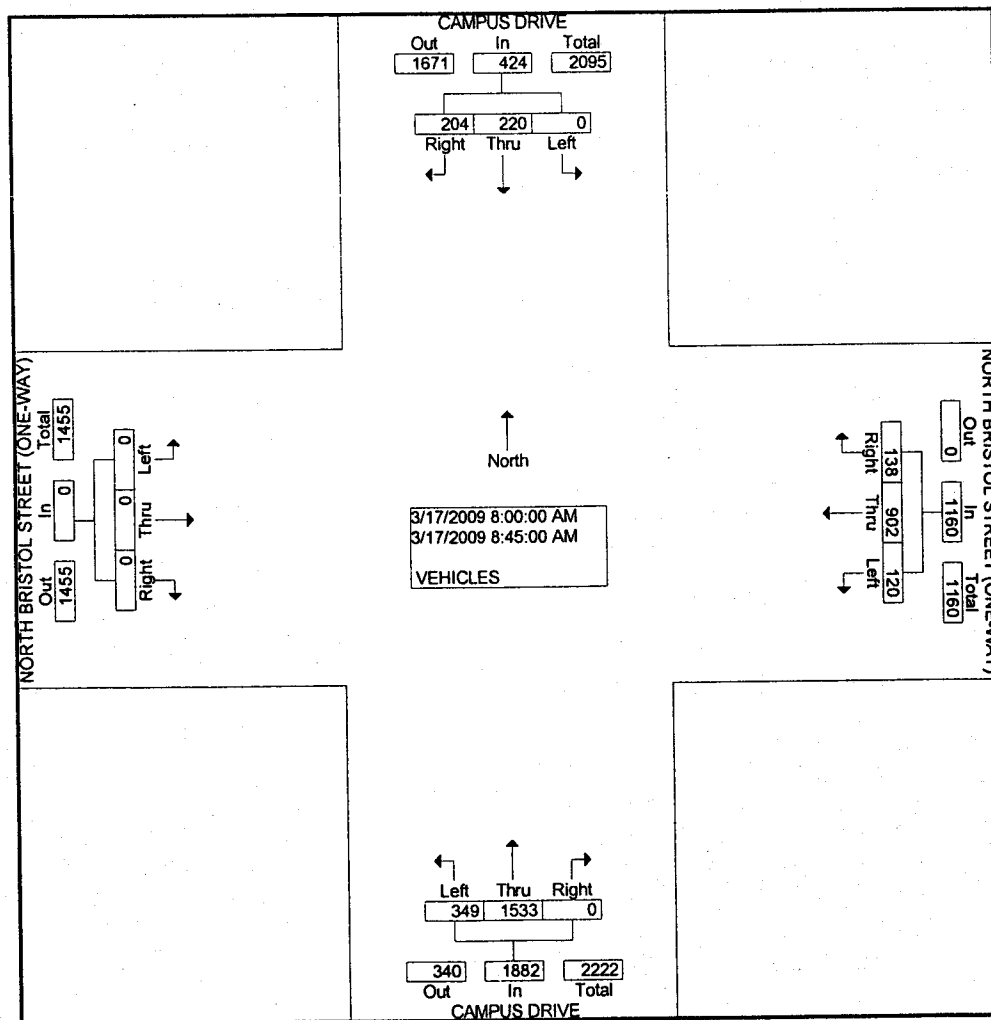
City: NEWPORT BEACH  
N-S Direction: CAMPUS DRIVE  
E-W Direction: NORTH BRISTOL STREET

File Name : H0903060  
Site Code : 00000000  
Start Date : 3/17/2009  
Page No : 1

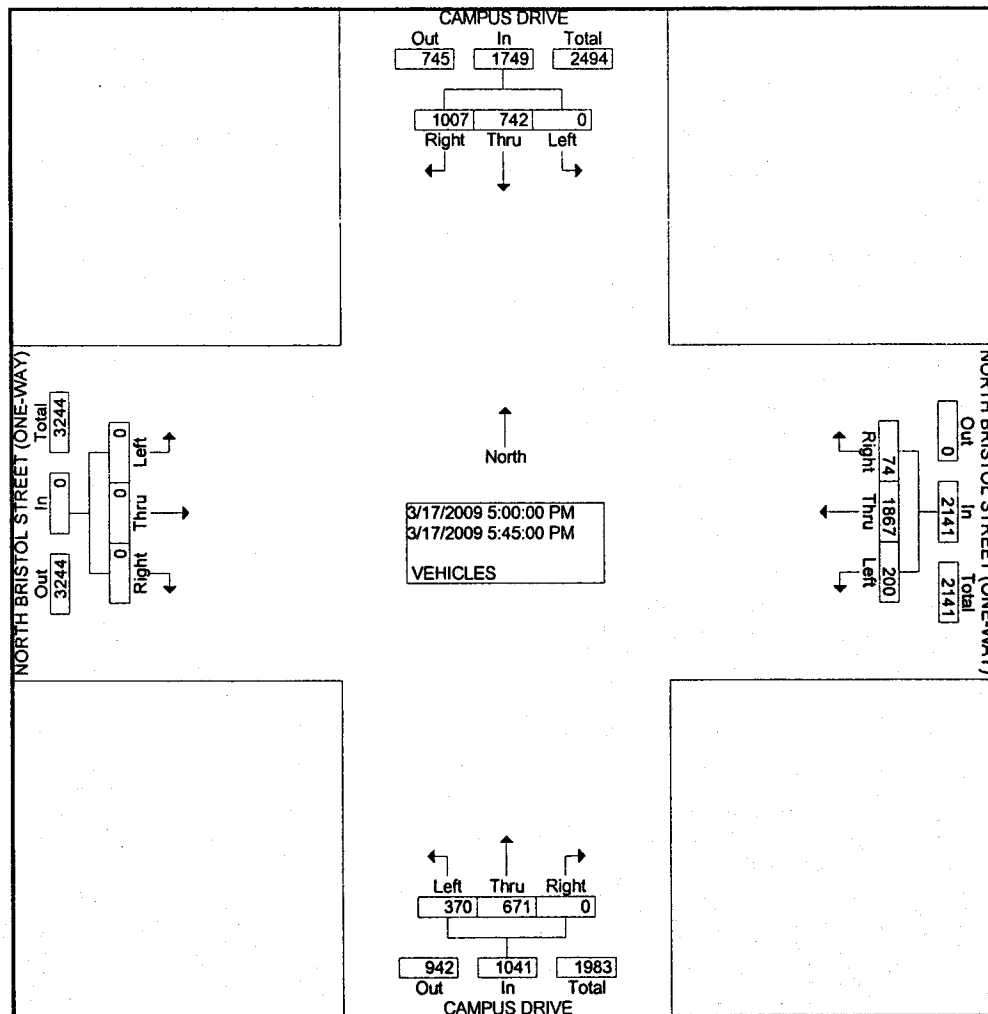
Groups Printed- VEHICLES

	CAMPUS DRIVE Southbound			NORTH BRISTOL STREET (ONE-WAY) Westbound			CAMPUS DRIVE Northbound			NORTH BRISTOL STREET (ONE-WAY) Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	31	38	0	34	100	15	0	191	47	0	0	0	456
07:15 AM	39	39	0	25	128	23	0	200	65	0	0	0	519
07:30 AM	40	42	0	40	172	17	0	285	80	0	0	0	676
07:45 AM	51	50	0	28	227	14	0	363	78	0	0	0	811
Total	161	169	0	127	627	69	0	1039	270	0	0	0	2462
08:00 AM	36	49	0	38	240	30	0	405	82	0	0	0	880
08:15 AM	60	61	0	29	183	35	0	378	80	0	0	0	826
08:30 AM	47	59	0	36	242	22	0	369	89	0	0	0	864
08:45 AM	61	51	0	35	237	33	0	381	98	0	0	0	896
Total	204	220	0	138	902	120	0	1533	349	0	0	0	3466
*** BREAK ***													
04:30 PM	250	136	0	21	374	31	0	128	108	0	0	0	1048
04:45 PM	221	131	0	20	393	39	0	130	92	0	0	0	1026
Total	471	267	0	41	767	70	0	258	200	0	0	0	2074
05:00 PM	259	147	0	20	543	38	0	168	100	0	0	0	1275
05:15 PM	265	206	0	14	518	59	0	172	99	0	0	0	1333
05:30 PM	250	196	0	19	423	51	0	176	82	0	0	0	1197
05:45 PM	233	193	0	21	383	52	0	155	89	0	0	0	1126
Total	1007	742	0	74	1867	200	0	671	370	0	0	0	4931
06:00 PM	175	146	0	12	403	45	0	120	91	0	0	0	992
06:15 PM	191	118	0	15	318	37	0	116	94	0	0	0	889
Grand Total	2209	1662	0	407	4884	541	0	3737	1374	0	0	0	14814
Apprch %	57.1	42.9	0.0	7.0	83.7	9.3	0.0	73.1	26.9	0.0	0.0	0.0	
Total %	14.9	11.2	0.0	2.7	33.0	3.7	0.0	25.2	9.3	0.0	0.0	0.0	

	CAMPUS DRIVE Southbound				NORTH BRISTOL STREET (ONE-WAY) Westbound				CAMPUS DRIVE Northbound				NORTH BRISTOL STREET (ONE-WAY) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	204	220	0	424	138	902	120	1160	0	1533	349	1882	0	0	0	0	3466
Percent	48.1	51.9	0.0		11.9	77.8	10.3		0.0	81.5	18.5		0.0	0.0	0.0		
08:45																	
Volume	61	51	0	112	35	237	33	305	0	381	98	479	0	0	0	0	896
Peak Factor																	0.967
High Int.	08:15 AM				08:00 AM				08:00 AM				6:45:00 AM				
Volume	60	61	0	121	38	240	30	308	0	405	82	487					
Peak Factor	0.876				0.942				0.966								



	CAMPUS DRIVE Southbound				NORTH BRISTOL STREET (ONE-WAY) Westbound				CAMPUS DRIVE Northbound				NORTH BRISTOL STREET (ONE-WAY) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	1007	742	0	1749	74	1867	200	2141	0	671	370	1041	0	0	0	0	4931
Percent	57.6	42.4	0.0		3.5	87.2	9.3		0.0	64.5	35.5		0.0	0.0	0.0		
05:15	265	206	0	471	14	518	59	591	0	172	99	271	0	0	0	0	1333
Volume																	
Peak Factor																	0.925
High Int.	05:15 PM				05:00 PM				05:15 PM								
Volume	265	206	0	471	20	543	38	601	0	172	99	271					
Peak Factor				0.928				0.891				0.960					





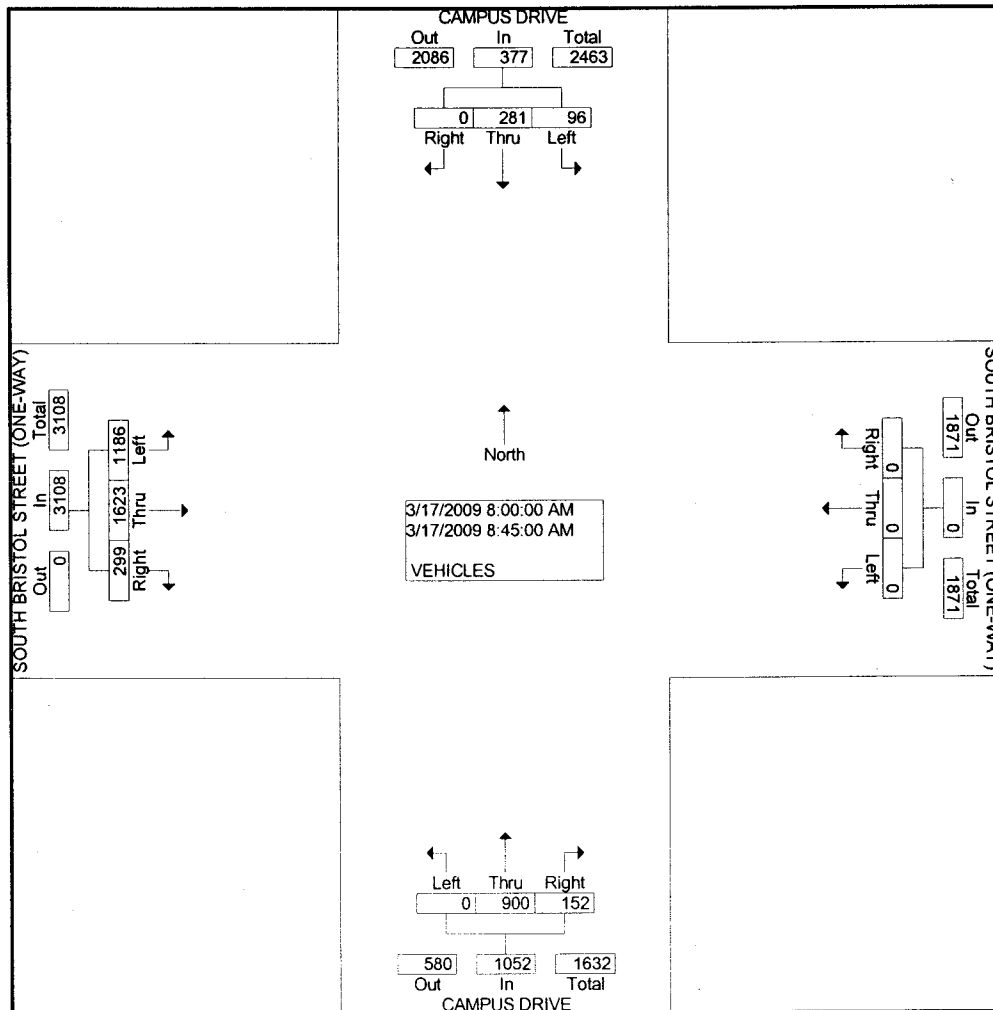
City: NEWPORT BEACH  
N-S Direction: CAMPUS DRIVE  
E-W Direction: SOUTH BRISTOL STREET

File Name : H0903059  
Site Code : 00000000  
Start Date : 3/17/2009  
Page No : 1

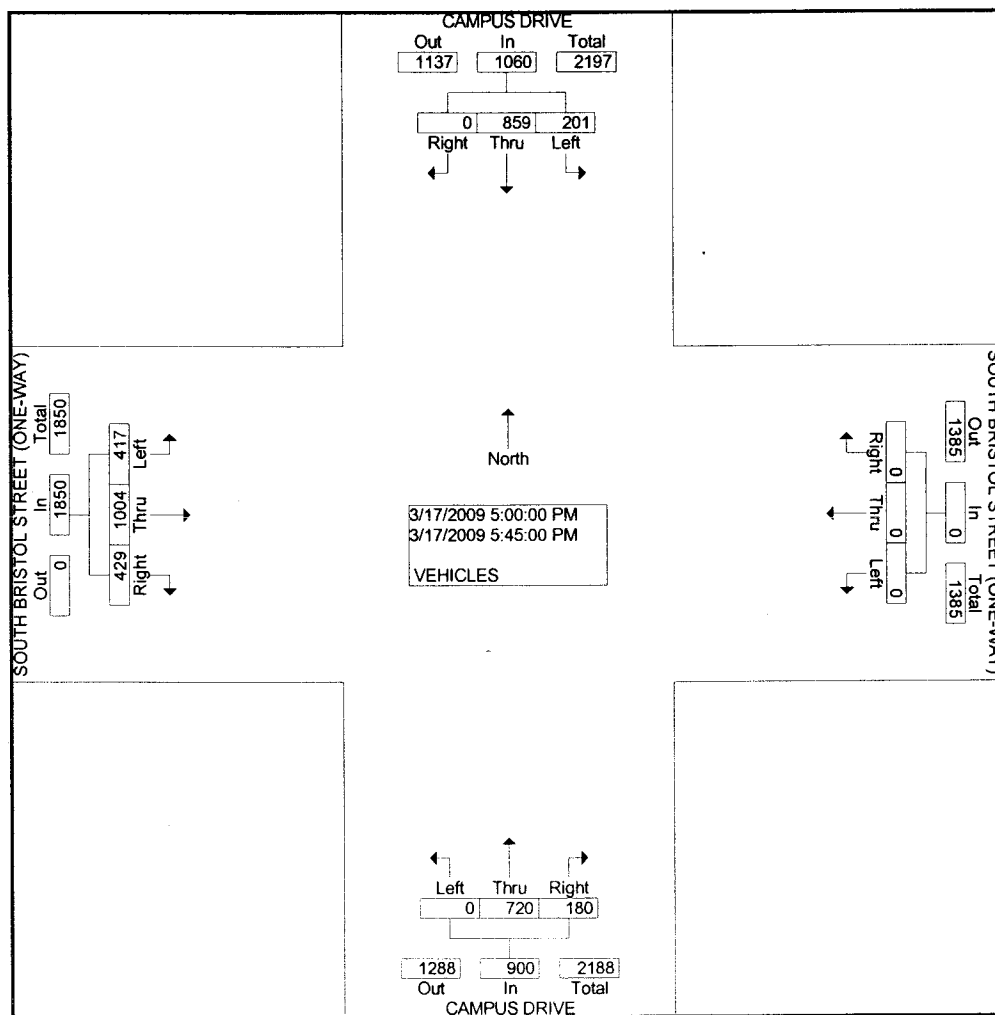
Groups Printed- VEHICLES

	CAMPUS DRIVE Southbound			SOUTH BRISTOL STREET (ONE-WAY) Westbound			CAMPUS DRIVE Northbound			SOUTH BRISTOL STREET (ONE-WAY) Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	28	23	0	0	0	9	83	0	53	218	145	559
07:15 AM	0	46	20	0	0	0	21	126	0	52	223	143	631
07:30 AM	0	48	23	0	0	0	23	138	0	56	324	219	831
07:45 AM	0	41	27	0	0	0	25	221	0	63	351	247	975
Total	0	163	93	0	0	0	78	568	0	224	1116	754	2996
08:00 AM	0	65	22	0	0	0	22	231	0	86	444	325	1195
08:15 AM	0	75	26	0	0	0	38	207	0	85	412	294	1137
08:30 AM	0	67	25	0	0	0	50	231	0	75	400	287	1135
08:45 AM	0	74	23	0	0	0	42	231	0	53	367	280	1070
Total	0	281	96	0	0	0	152	900	0	299	1623	1186	4537
*** BREAK ***													
04:30 PM	0	124	31	0	0	0	42	182	0	113	228	102	822
04:45 PM	0	168	41	0	0	0	46	149	0	117	257	100	878
Total	0	292	72	0	0	0	88	331	0	230	485	202	1700
05:00 PM	0	146	40	0	0	0	50	183	0	111	277	114	921
05:15 PM	0	253	44	0	0	0	43	186	0	105	268	105	1004
05:30 PM	0	227	52	0	0	0	45	175	0	108	227	110	944
05:45 PM	0	233	65	0	0	0	42	176	0	105	232	88	941
Total	0	859	201	0	0	0	180	720	0	429	1004	417	3810
06:00 PM	0	171	82	3	0	0	60	163	0	115	213	110	917
06:15 PM	0	144	37	0	0	0	34	128	0	121	200	101	765
Grand Total	0	1910	581	3	0	0	592	2810	0	1418	4641	2770	14725
Apprch %	0.0	76.7	23.3	100.0	0.0	0.0	17.4	82.6	0.0	16.1	52.6	31.4	
Total %	0.0	13.0	3.9	0.0	0.0	0.0	4.0	19.1	0.0	9.6	31.5	18.8	

	CAMPUS DRIVE Southbound				SOUTH BRISTOL STREET (ONE-WAY) Westbound				CAMPUS DRIVE Northbound				SOUTH BRISTOL STREET (ONE-WAY) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	281	96	377	0	0	0	0	152	900	0	1052	299	1623	1186	3108	4537
Percent	0.0	74.5	25.5		0.0	0.0	0.0		14.4	85.6	0.0		9.6	52.2	38.2		
08:00	0	65	22	87	0	0	0	0	22	231	0	253	86	444	325	855	1195
Volume																	
Peak Factor	08:15 AM				6:45:00 AM				08:30 AM				08:00 AM				0.949
High Int.	0	75	26	101	0	0	0	0	50	231	0	281	86	444	325	855	
Volume																	
Peak Factor									0.936				0.909				



	CAMPUS DRIVE Southbound				SOUTH BRISTOL STREET (ONE-WAY) Westbound				CAMPUS DRIVE Northbound				SOUTH BRISTOL STREET (ONE-WAY) Eastbound				Int. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	859	201	1060	0	0	0	0	180	720	0	900	429	1004	417	1850	3810
Percent	0.0	81.0	19.0		0.0	0.0	0.0		20.0	80.0	0.0		23.2	54.3	22.5		
05:15																	
Volume	0	253	44	297	0	0	0	0	43	186	0	229	105	268	105	478	1004
Peak Factor																	0.949
High Int.	05:45 PM								05:00 PM				05:00 PM				
Volume	0	233	65	298	0	0	0	0	50	183	0	233	111	277	114	502	
Peak Factor	0.889								0.966				0.921				



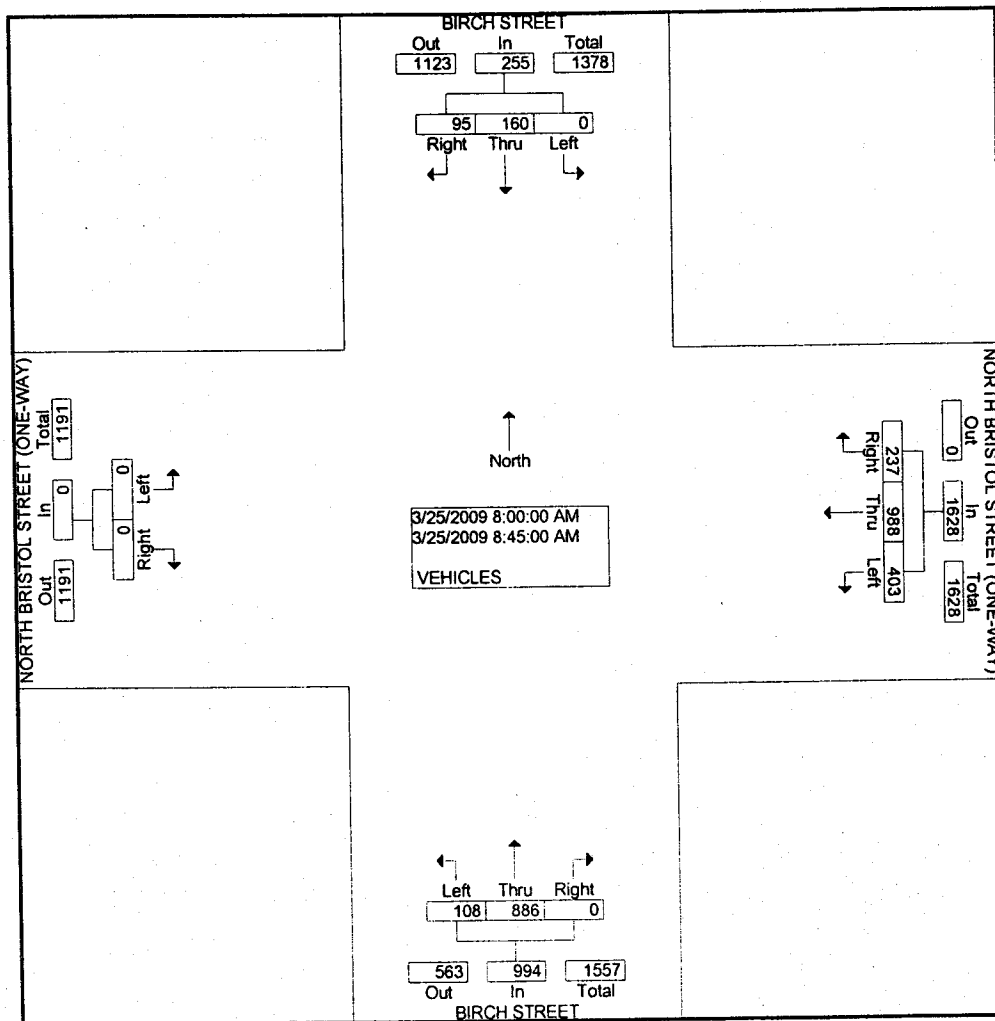
City: NEWPORT BEACH  
N-S Direction: BIRCH STREET  
E-W Direction: NORTH BRISTOL STREET

File Name : H0903057  
Site Code : 00000000  
Start Date : 3/25/2009  
Page No : 1

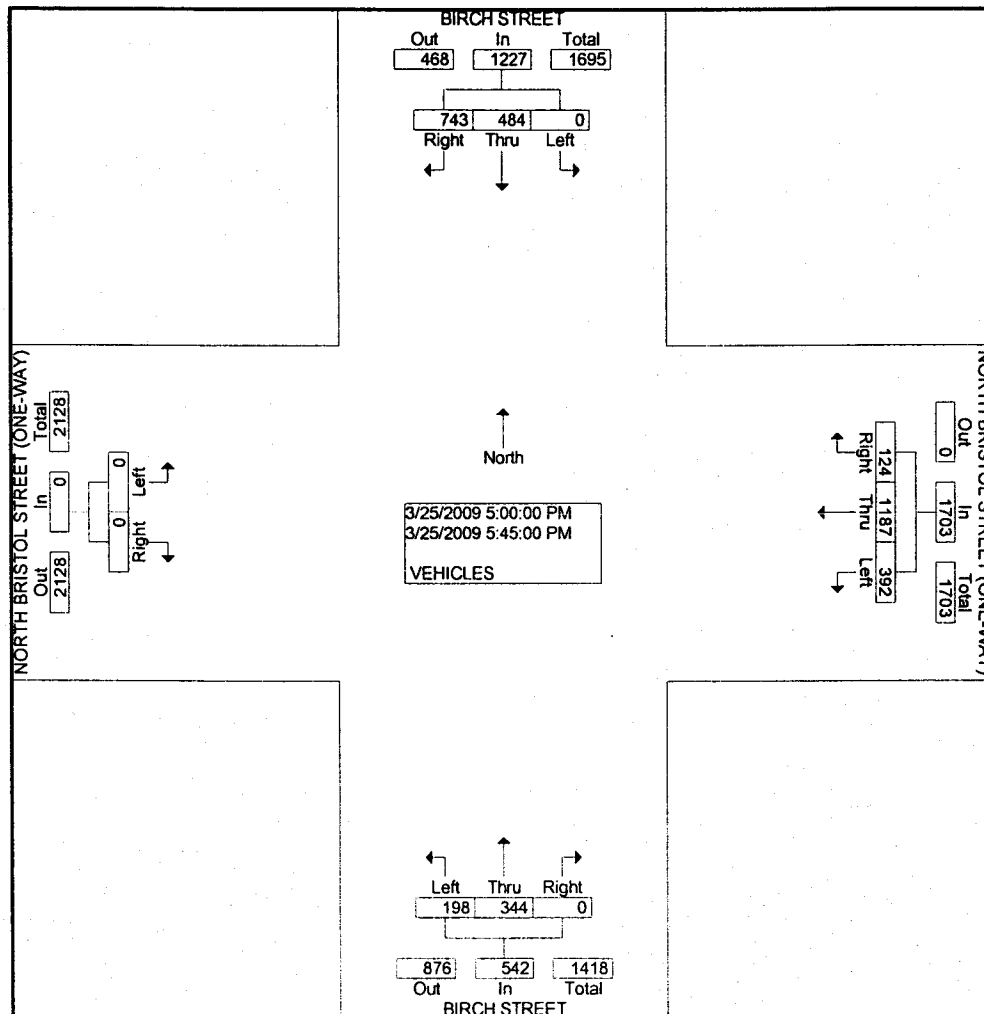
Groups Printed- VEHICLES

	BIRCH STREET Southbound			NORTH BRISTOL STREET (ONE-WAY) Westbound			BIRCH STREET Northbound			NORTH BRISTOL STREET (ONE-WAY) Eastbound			Exclu. Total	Inclu. Total	Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left			
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	7	19	0	24	124	31	0	102	14	0	0	0	0	321	321
07:15 AM	12	33	0	30	133	49	0	108	19	0	0	0	0	384	384
07:30 AM	20	31	0	31	170	55	0	134	23	0	0	0	0	464	464
07:45 AM	11	36	0	24	246	86	0	191	27	0	0	0	0	621	621
Total	50	119	0	109	673	221	0	535	83	0	0	0	0	1790	1790
08:00 AM	23	38	0	55	226	110	0	215	20	0	0	0	0	687	687
08:15 AM	22	44	0	56	277	79	0	241	32	0	0	0	0	751	751
08:30 AM	22	33	0	62	239	104	0	243	23	0	0	0	0	726	726
08:45 AM	28	45	0	64	246	110	0	187	33	0	0	0	0	713	713
Total	95	160	0	237	988	403	0	886	108	0	0	0	0	2877	2877
*** BREAK ***															
04:30 PM	122	90	0	34	233	77	0	95	37	0	0	0	0	688	688
04:45 PM	134	84	0	32	267	96	0	87	36	0	0	0	0	736	736
Total	256	174	0	66	500	173	0	182	73	0	0	0	0	1424	1424
05:00 PM	208	110	0	36	291	99	0	92	52	0	0	0	0	888	888
05:15 PM	213	140	0	28	355	102	0	99	67	0	0	0	0	1004	1004
05:30 PM	148	117	0	34	266	96	0	72	42	0	0	0	0	775	775
05:45 PM	174	117	0	26	275	95	0	81	37	0	0	0	0	805	805
Total	743	484	0	124	1187	392	0	344	198	0	0	0	0	3472	3472
06:00 PM	135	72	0	24	225	107	0	64	42	0	0	0	0	669	669
06:15 PM	143	96	0	20	234	76	0	43	33	0	0	0	0	645	645
Grand Total	1422	1105	0	580	3807	1372	0	2054	537	0	0	0	0	10877	10877
Apprch %	56.3	43.7	0.0	10.1	66.1	23.8	0.0	79.3	20.7	0.0		0.0			
Total %	13.1	10.2	0.0	5.3	35.0	12.6	0.0	18.9	4.9	0.0		0.0	0.0	100.0	

	BIRCH STREET Southbound				NORTH BRISTOL STREET (ONE-WAY) Westbound				BIRCH STREET Northbound				NORTH BRISTOL STREET (ONE-WAY) Eastbound				Int. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	95	160	0	255	237	988	403	1628	0	886	108	994	0	0	0		2877
Percent	37.3	62.7	0.0		14.6	60.7	24.8		0.0	89.1	10.9		0.0	0.0			
08:15																	
Volume	22	44	0	66	56	277	79	412	0	241	32	273	0	0	0		751
Peak Factor																	0.958
High Int. 08:45 AM					08:45 AM				08:15 AM				6:45:00 AM				
Volume	28	45	0	73	64	246	110	420	0	241	32	273					
Peak Factor				0.873				0.969				0.910					



	BIRCH STREET Southbound				NORTH BRISTOL STREET (ONE-WAY) Westbound				BIRCH STREET Northbound				NORTH BRISTOL STREET (ONE-WAY) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total	
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	743	484	0	1227	124	1187	392	1703	0	344	198	542	0	0	0	3472	
Percent	60.6	39.4	0.0		7.3	69.7	23.0		0.0	63.5	36.5		0.0	0.0			
05:15																	
Volume	213	140	0	353	28	355	102	485	0	99	67	166	0	0	0	1004	
Peak Factor																	0.865
High Int.	05:15 PM				05:15 PM				05:15 PM								
Volume	213	140	0	353	28	355	102	485	0	99	67	166					
Peak Factor																	
				0.869				0.878				0.816					



Transportation Studies, Inc.

2680 Walnut Avenue

Suite C

Tustin, CA. 92780

City: NEWPORT BEACH

N-S Direction: BIRCH STREET

E-W Direction: SOUTH BRISTOL STREET

File Name : H0903058

Site Code : 00000000

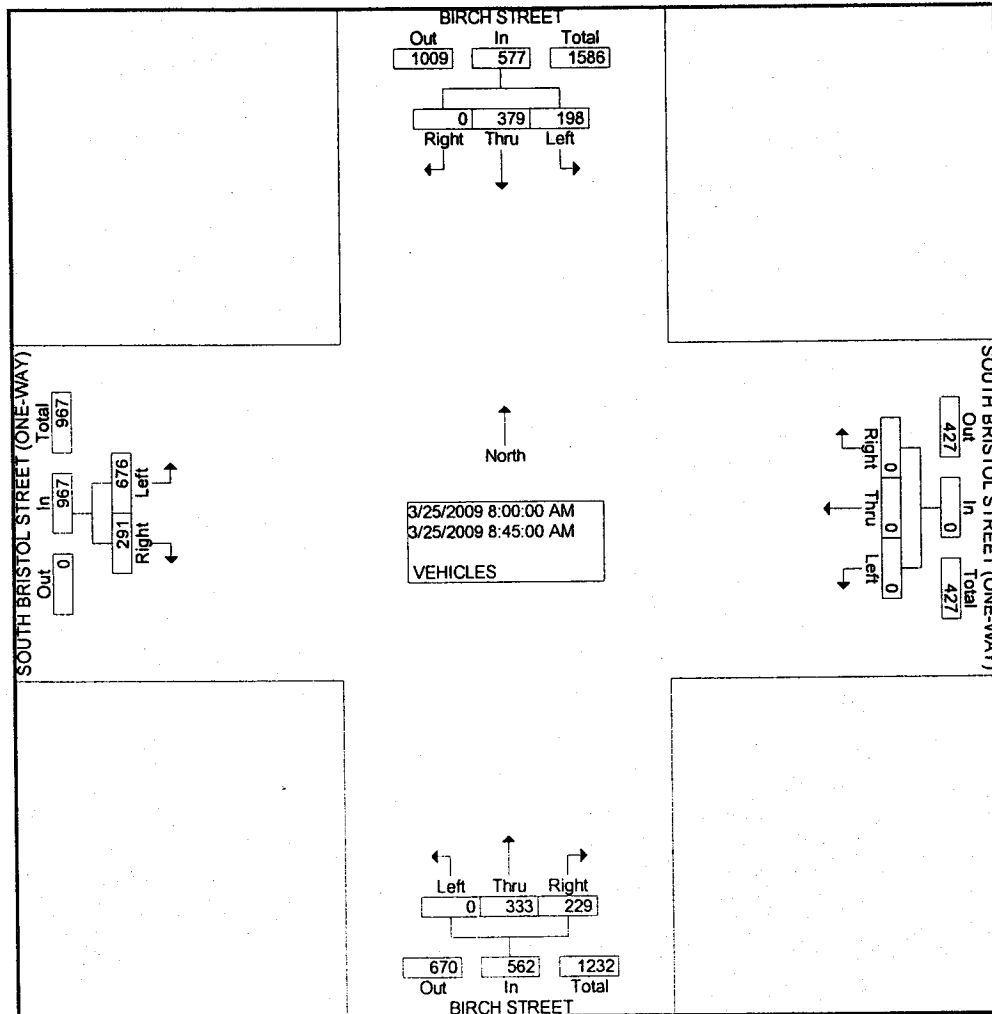
Start Date : 3/25/2009

Page No : 1

Groups Printed- VEHICLES

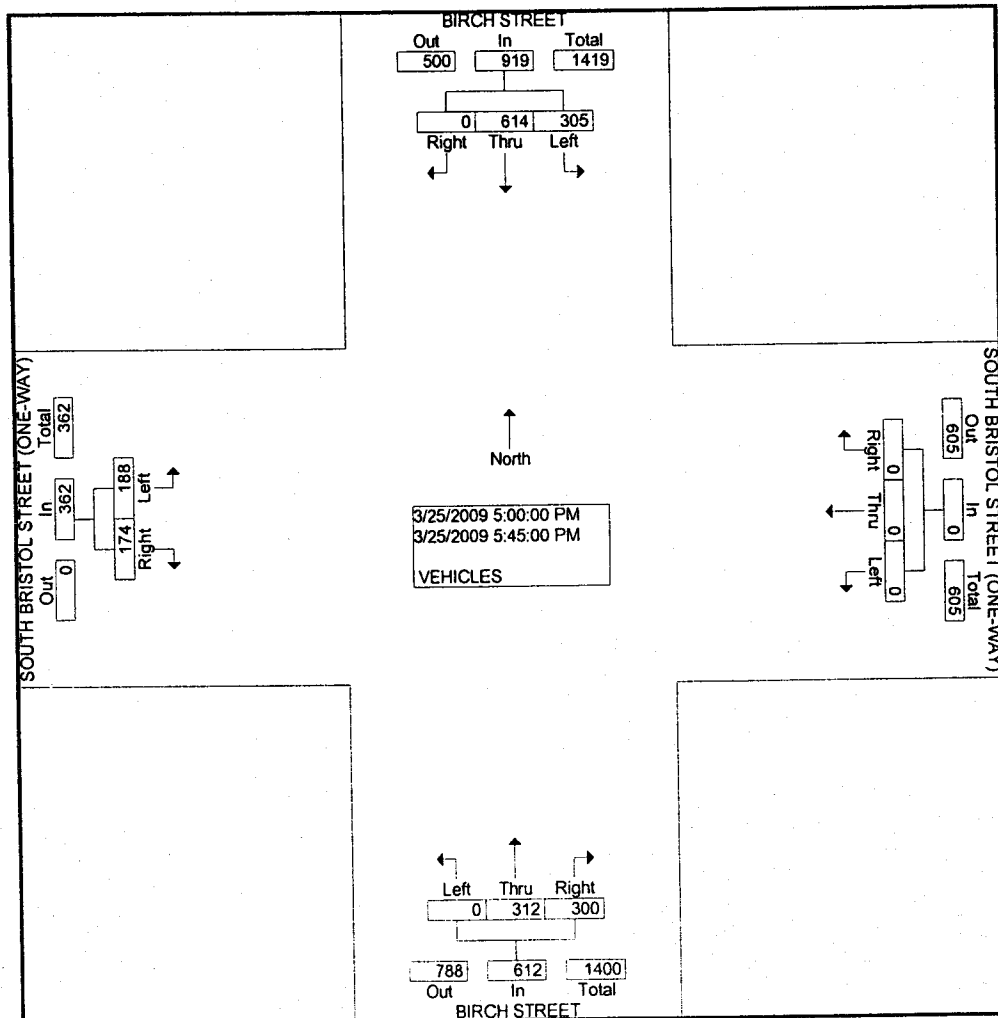
	BIRCH STREET Southbound			SOUTH BRISTOL STREET (ONE-WAY) Westbound			BIRCH STREET Northbound			SOUTH BRISTOL STREET (ONE-WAY) Eastbound			Exclu. Total	Inclu. Total	Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left			
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
07:00 AM	0	33	17	0	0	0	25	34	0	38	108	85	108	232	340
07:15 AM	0	69	27	0	0	0	34	36	0	51	129	86	129	303	432
07:30 AM	0	61	31	0	0	0	60	54	0	59	160	106	160	371	531
07:45 AM	0	78	47	0	0	0	51	75	0	93	172	160	172	504	676
Total	0	241	122	0	0	0	170	199	0	241	569	437	569	1410	1979
08:00 AM	0	101	49	0	0	0	59	90	0	90	216	158	216	547	763
08:15 AM	0	81	53	0	0	0	60	83	0	78	252	201	252	556	808
08:30 AM	0	88	39	0	0	0	56	82	0	66	199	165	199	496	695
08:45 AM	0	109	57	0	0	0	54	78	0	57	200	152	200	507	707
Total	0	379	198	0	0	0	229	333	0	291	867	676	867	2106	2973
*** BREAK ***															
04:30 PM	0	95	73	0	0	0	39	74	0	40	216	68	216	389	605
04:45 PM	0	111	64	0	0	0	67	48	0	34	216	58	216	382	598
Total	0	206	137	0	0	0	106	122	0	74	432	126	432	771	1203
05:00 PM	0	145	76	0	0	0	89	94	0	42	253	57	253	503	756
05:15 PM	0	170	78	0	0	0	67	87	0	52	261	55	261	509	770
05:30 PM	0	160	66	0	0	0	68	73	0	35	239	28	239	430	669
05:45 PM	0	139	85	0	0	0	76	58	0	45	246	48	246	451	697
Total	0	614	305	0	0	0	300	312	0	174	999	188	999	1893	2892
06:00 PM	0	125	67	0	0	0	71	71	0	27	229	35	229	396	625
06:15 PM	0	103	52	0	0	0	55	37	0	29	237	30	237	306	543
Grand Total	0	1668	881	0	0	0	931	1074	0	836	3333	1492	3333	6882	10215
Apprch %	0.0	65.4	34.6	0.0	0.0	0.0	46.4	53.6	0.0	35.9		64.1			
Total %	0.0	24.2	12.8	0.0	0.0	0.0	13.5	15.6	0.0	12.1		21.7	32.6	67.4	

	BIRCH STREET Southbound				SOUTH BRISTOL STREET (ONE-WAY) Westbound				BIRCH STREET Northbound				SOUTH BRISTOL STREET (ONE-WAY) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	379	198	577	0	0	0	0	229	333	0	562	291	676	967	2106	
Percent	0.0	65.7	34.3		0.0	0.0	0.0		40.7	59.3	0.0		30.1	69.9			
08:15																	
Volume	0	81	53	134	0	0	0	0	60	83	0	143	78	201	279	556	
Peak Factor																	0.947
High Int.	08:45 AM				6:45:00 AM				08:00 AM				08:15 AM				
Volume	0	109	57	166	0	0	0	0	59	90	0	149	78	201	279		
Peak Factor									0.943				0.866				





	BIRCH STREET Southbound				SOUTH BRISTOL STREET (ONE-WAY) Westbound				BIRCH STREET Northbound				SOUTH BRISTOL STREET (ONE-WAY) Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																
Intersection	05:00 PM															
Volume	0	614	305	919	0	0	0	0	300	312	0	612	174	188	362	1893
Percent	0.0	66.8	33.2		0.0	0.0	0.0		49.0	51.0	0.0		48.1	51.9		
05:15	0	170	78	248	0	0	0	0	67	87	0	154	52	55	107	509
Volume																0.930
Peak Factor																
High Int.	05:15 PM								05:00 PM				05:15 PM			
Volume	0	170	78	248	0	0	0	0	89	94	0	183	52	55	107	
Peak Factor				0.926								0.836			0.846	



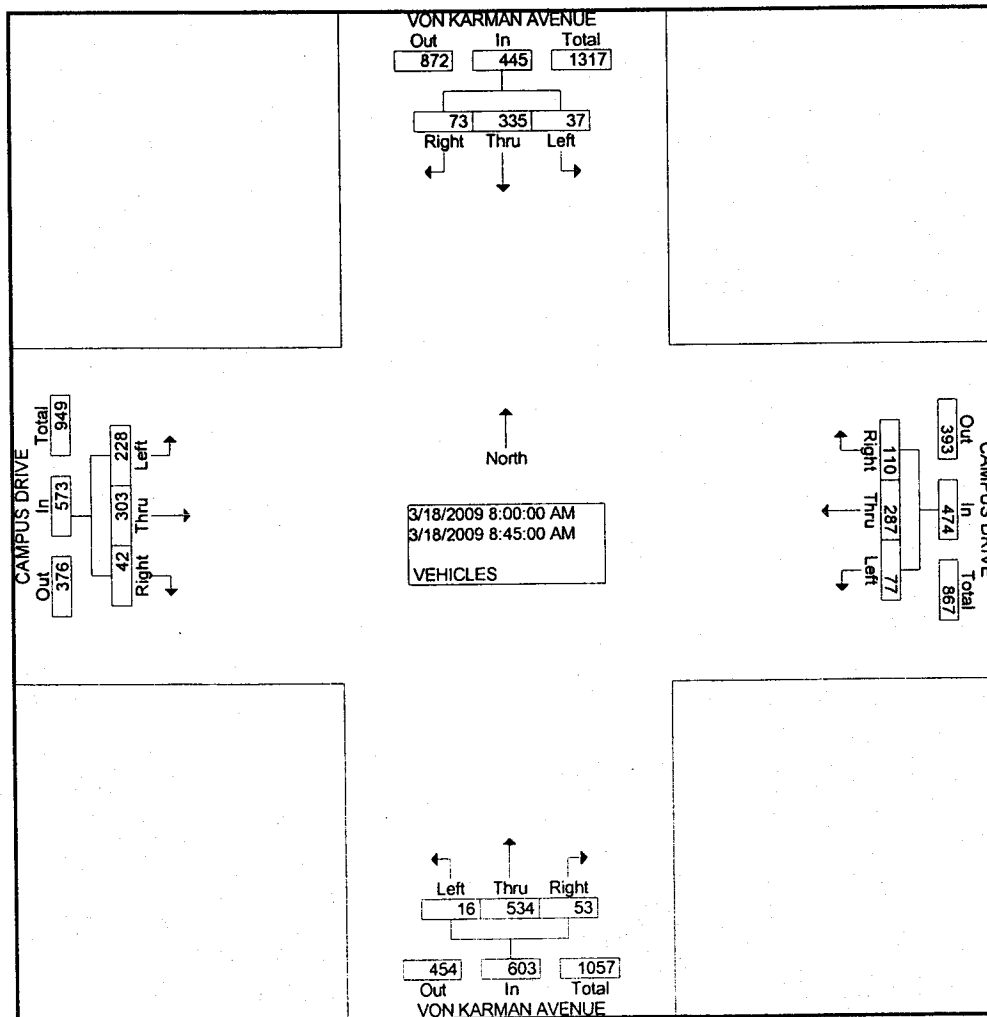
City: NEWPORT BEACH  
N-S Direction: VON KARMAN AVENUE  
E-W Direction: CAMPUS DRIVE

File Name : H0903061  
Site Code : 00000000  
Start Date : 3/18/2009  
Page No : 1

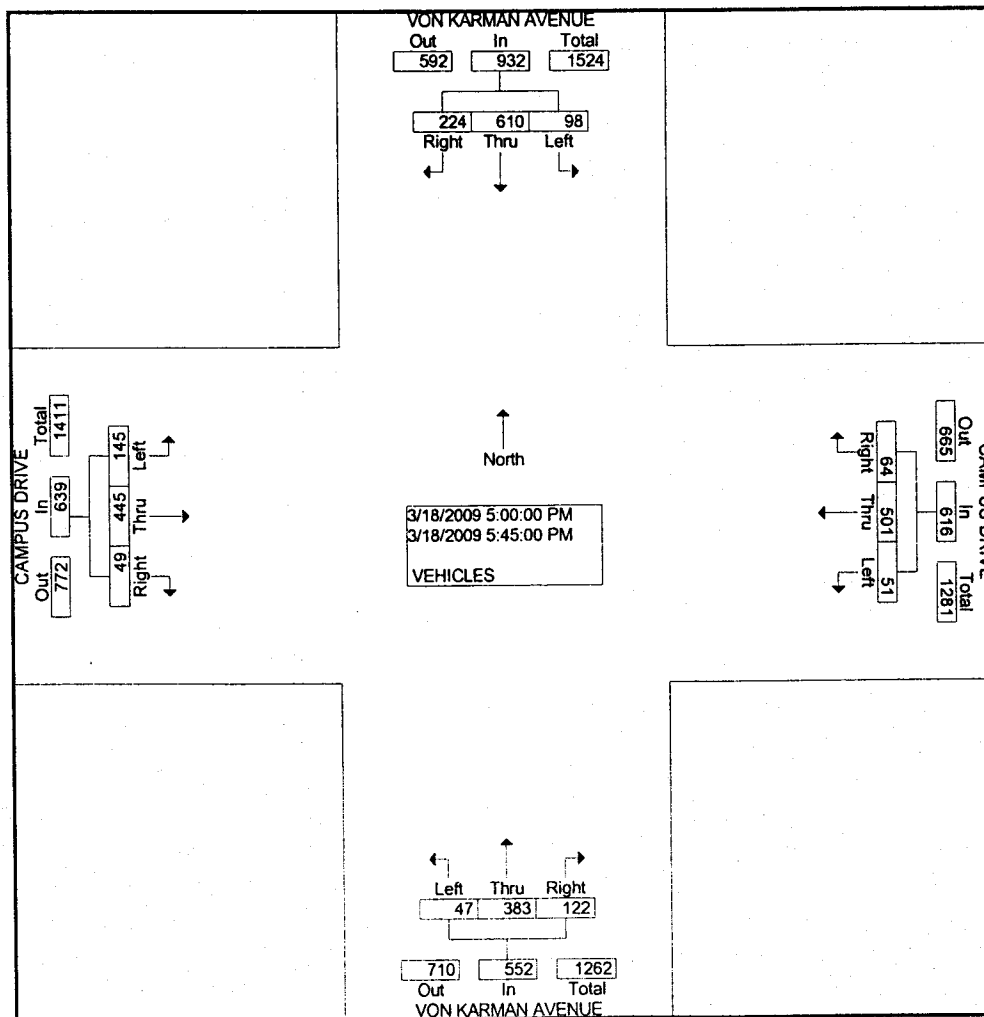
Groups Printed- VEHICLES

	VON KARMAN AVENUE Southbound			CAMPUS DRIVE Westbound			VON KARMAN AVENUE Northbound			CAMPUS DRIVE Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	12	29	7	9	28	9	12	35	0	5	34	10	190
07:15 AM	10	34	8	14	31	8	2	57	2	11	40	15	232
07:30 AM	10	61	8	6	40	13	8	73	0	7	50	23	299
07:45 AM	9	66	8	20	76	13	9	126	2	9	81	44	463
Total	41	190	31	49	175	43	31	291	4	32	205	92	1184
08:00 AM	22	93	9	29	64	16	13	127	4	10	76	55	518
08:15 AM	14	80	7	26	61	20	15	135	3	14	68	53	496
08:30 AM	22	81	12	31	83	21	10	141	7	8	87	63	566
08:45 AM	15	81	9	24	79	20	15	131	2	10	72	57	515
Total	73	335	37	110	287	77	53	534	16	42	303	228	2095
*** BREAK ***													
04:30 PM	41	118	14	16	101	7	17	67	5	8	71	20	485
04:45 PM	51	112	34	8	96	8	17	80	5	6	76	33	526
Total	92	230	48	24	197	15	34	147	10	14	147	53	1011
05:00 PM	65	144	23	17	130	11	36	97	17	15	122	38	715
05:15 PM	63	182	29	17	148	15	23	92	18	14	104	38	743
05:30 PM	59	158	29	10	110	10	36	95	8	10	116	32	673
05:45 PM	37	126	17	20	113	15	27	99	4	10	103	37	608
Total	224	610	98	64	501	51	122	383	47	49	445	145	2739
06:00 PM	45	114	15	10	92	10	19	111	4	14	106	24	564
06:15 PM	27	116	20	14	81	4	23	78	4	17	74	25	483
Grand Total	502	1595	249	271	1333	200	282	1544	85	168	1280	567	8076
Apprch %	21.4	68.0	10.6	15.0	73.9	11.1	14.8	80.8	4.4	8.3	63.5	28.1	
Total %	6.2	19.7	3.1	3.4	16.5	2.5	3.5	19.1	1.1	2.1	15.8	7.0	

	VON KARMAN AVENUE Southbound				CAMPUS DRIVE Westbound				VON KARMAN AVENUE Northbound				CAMPUS DRIVE Eastbound				Int. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 08:00 AM																	
Volume	73	335	37	445	110	287	77	474	53	534	16	603	42	303	228	573	2095
Percent	16.4	75.3	8.3		23.2	60.5	16.2		8.8	88.6	2.7		7.3	52.9	39.8		
08:30																	
Volume	22	81	12	115	31	83	21	135	10	141	7	158	8	87	63	158	566
Peak Factor																	0.925
High Int. 08:00 AM					08:30 AM				08:30 AM				08:30 AM				
Volume	22	93	9	124	31	83	21	135	10	141	7	158	8	87	63	158	
Peak Factor				0.897				0.878				0.954				0.907	



	VON KARMAN AVENUE Southbound				CAMPUS DRIVE Westbound				VON KARMAN AVENUE Northbound				CAMPUS DRIVE Eastbound				Int. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	224	610	98	932	64	501	51	616	122	383	47	552	49	445	145	639	2739
Percent	24.0	65.5	10.5		10.4	81.3	8.3		22.1	69.4	8.5		7.7	69.6	22.7		
05:15																	
Volume	63	182	29	274	17	148	15	180	23	92	18	133	14	104	38	156	743
Peak Factor																	0.922
High Int.	05:15 PM				05:15 PM				05:00 PM				05:00 PM				
Volume	63	182	29	274	17	148	15	180	36	97	17	150	15	122	38	175	
Peak Factor	0.850								0.920				0.913				



# Intersection Turning Movement

Prepared by:



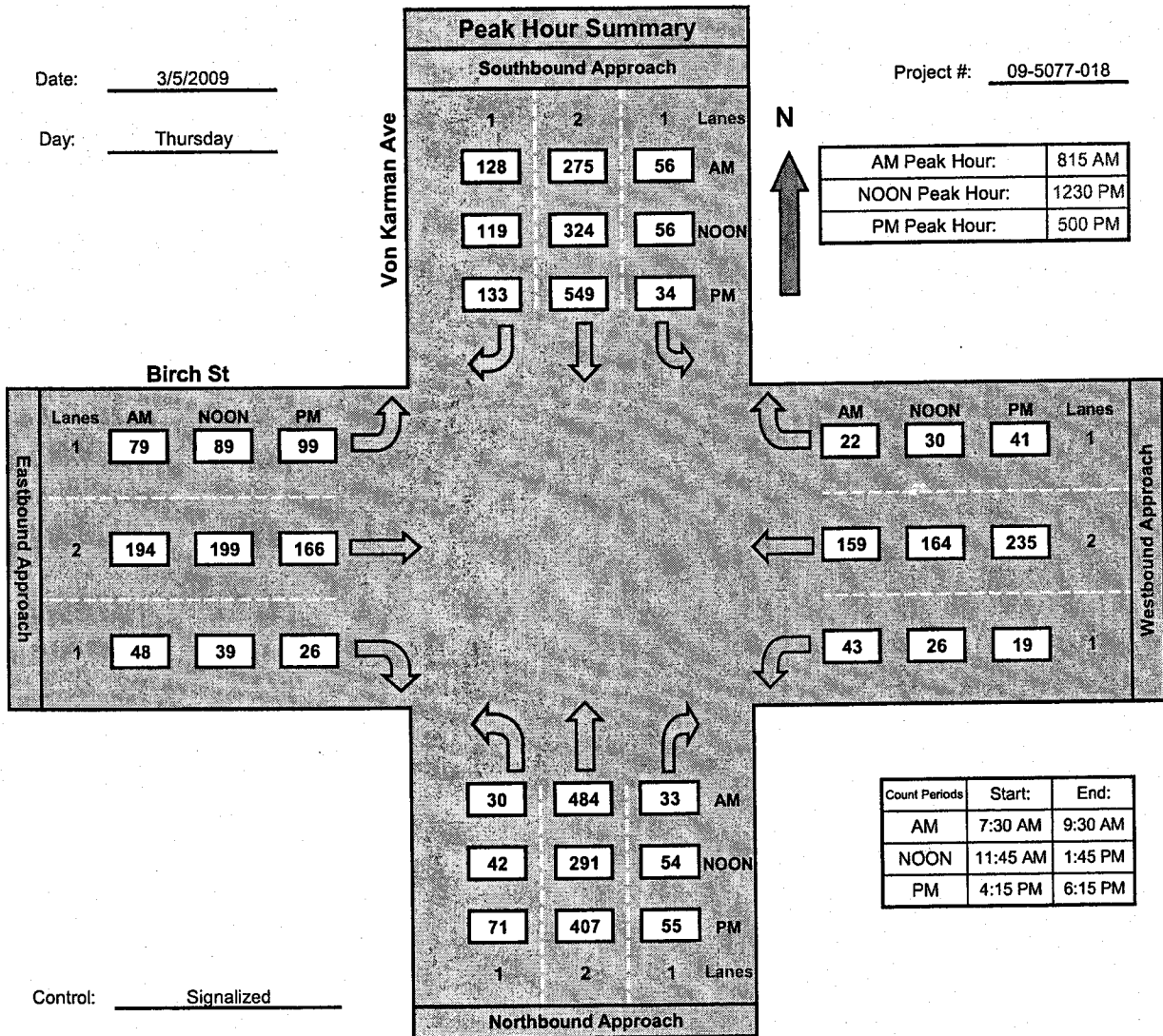
National Data & Surveying Services

## Von Karman Ave and Birch St, City of Newport Beach

Date: 3/5/2009

Day: Thursday

Project #: 09-5077-018



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

N-S STREET: Von Karman Ave

DATE: 03/05/2009

LOCATION: City of Newport Beach

E-W STREET: Birch St

DAY: THURSDAY

PROJECT# 09-5077-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM													
7:15 AM													
7:30 AM	9	90	3	9	42	21	15	43	9	5	26	7	279
7:45 AM	0	133	8	6	54	30	15	56	11	6	30	4	353
8:00 AM	6	131	12	9	61	33	17	35	12	7	21	1	345
8:15 AM	6	137	9	8	61	25	26	49	10	19	39	4	393
8:30 AM	7	147	10	15	89	33	19	49	13	12	36	8	438
8:45 AM	9	107	4	16	63	39	15	37	7	4	42	3	346
9:00 AM	8	93	10	17	62	31	19	59	18	8	42	7	374
9:15 AM	7	84	7	7	36	26	9	26	4	7	33	3	249
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 52	NT 922	NR 63	SL 87	ST 468	SR 238	EL 135	ET 354	ER 84	WL 68	WT 269	WR 37	TOTAL 2777

AM Peak Hr Begins at: 815 AM

PEAK VOLUMES =	30	484	33	56	275	128	79	194	48	43	159	22	1551
PEAK HR. FACTOR:	0.834			0.838			0.836			0.903			0.885

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Von Karman Ave

DATE: 03/05/2009

LOCATION: City of Newport Beach

E-W STREET: Birch St

DAY: THURSDAY

PROJECT# 09-5077-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM	15	54	10	5	66	22	11	35	6	4	39	6	273
4:30 PM	19	63	6	4	88	25	16	28	8	4	39	7	307
4:45 PM	17	63	7	5	93	35	18	40	4	6	48	7	343
5:00 PM	15	104	20	5	143	35	30	52	5	5	76	7	497
5:15 PM	26	93	8	11	129	34	32	41	3	5	39	11	432
5:30 PM	14	104	18	10	137	36	14	41	10	5	67	11	467
5:45 PM	16	106	9	8	140	28	23	32	8	4	53	12	439
6:00 PM	13	87	10	4	123	24	14	42	5	2	35	2	361
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	135	674	88	52	919	239	158	311	49	35	396	63	3119

PM Peak Hr Begins at: 500 PM

PEAK	71	407	55	34	549	133	99	166	26	19	235	41	1835
VOLUMES =													
PEAK HR.													
FACTOR:		0.959			0.978			0.836			0.838		0.923

CONTROL: Signalized

City: NEWPORT BEACH  
N-S Direction: BAYVIEW PLACE  
E-W Direction: BRISTOL STREET

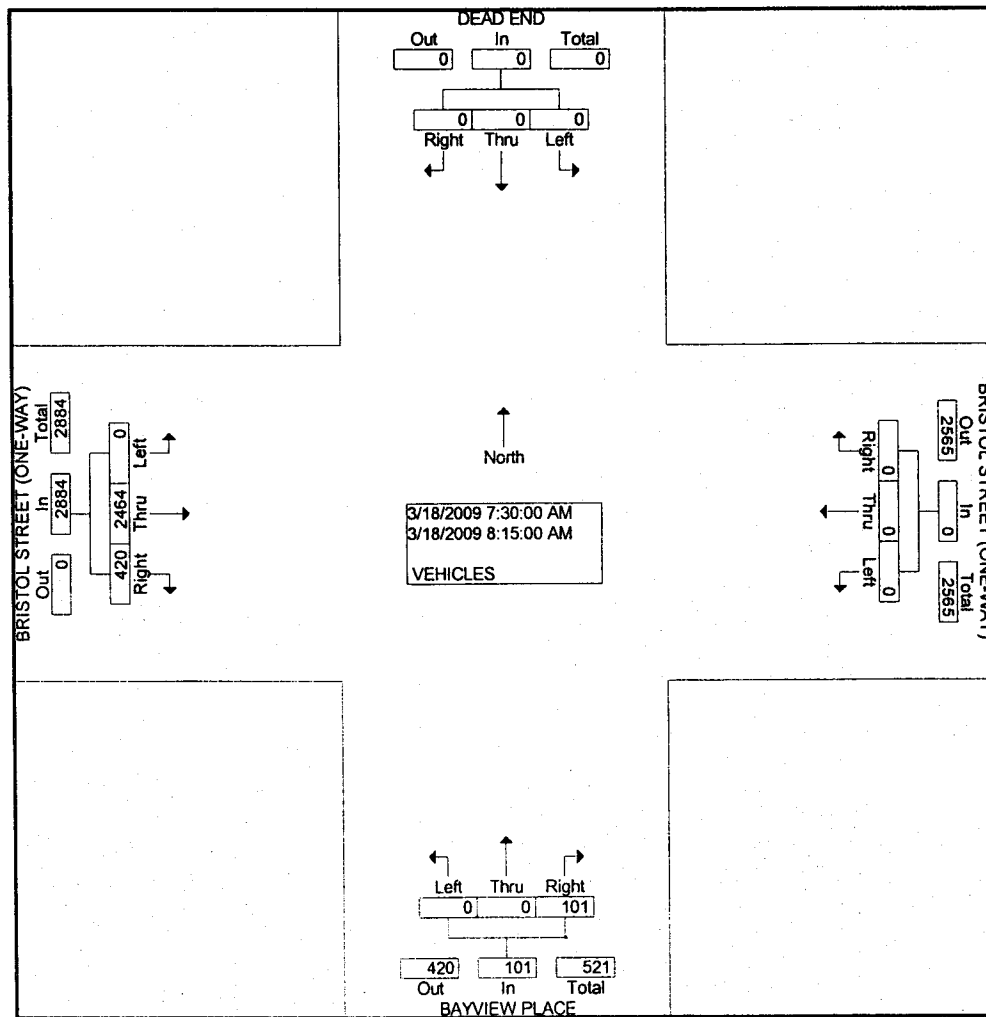
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Start Date : 3/18/2009  
Page No : 1

Groups Printed- VEHICLES

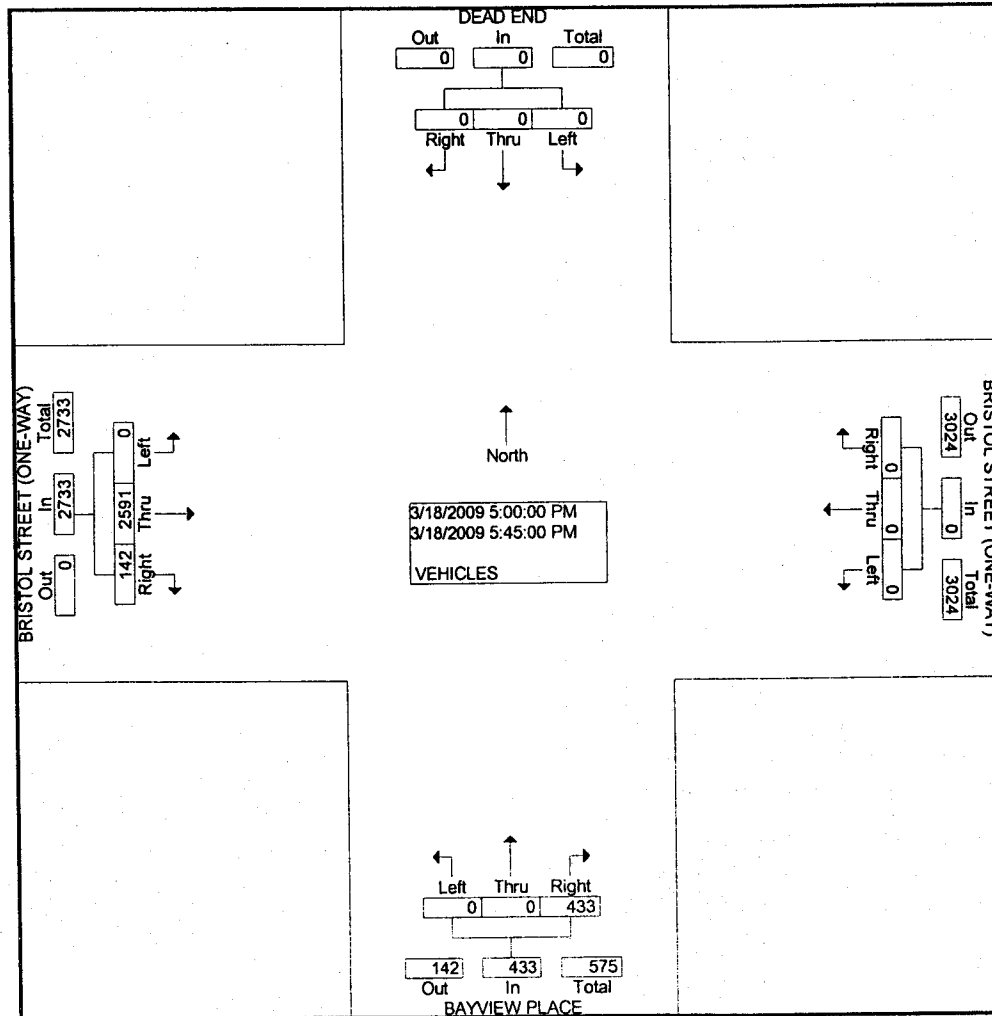
	DEAD END Southbound			BRISTOL STREET (ONE- WAY) Westbound			BAYVIEW PLACE Northbound			BRISTOL STREET (ONE- WAY) Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	0	7	0	0	48	381	0	436
07:15 AM	0	0	0	0	0	0	14	0	0	48	457	0	519
07:30 AM	0	0	0	0	0	0	27	0	0	88	592	0	707
07:45 AM	0	0	0	0	0	0	21	0	0	139	675	0	835
Total	0	0	0	0	0	0	69	0	0	323	2105	0	2497
08:00 AM	0	0	0	0	0	0	22	0	0	105	560	0	687
08:15 AM	0	0	0	0	0	0	31	0	0	88	637	0	756
08:30 AM	0	0	0	0	0	0	24	0	0	94	580	0	698
08:45 AM	0	0	0	0	0	0	34	0	0	99	656	0	789
Total	0	0	0	0	0	0	111	0	0	386	2433	0	2930
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	86	0	0	26	520	0	632
04:45 PM	0	0	0	0	0	0	69	0	0	17	582	0	668
Total	0	0	0	0	0	0	155	0	0	43	1102	0	1300
05:00 PM	0	0	0	0	0	0	138	0	0	36	608	0	782
05:15 PM	0	0	0	0	0	0	124	0	0	35	634	0	793
05:30 PM	0	0	0	0	0	0	91	0	0	34	657	0	782
05:45 PM	0	0	0	0	0	0	80	0	0	37	692	0	809
Total	0	0	0	0	0	0	433	0	0	142	2591	0	3166
06:00 PM	0	0	0	0	0	0	54	0	0	32	586	0	672
06:15 PM	0	0	0	0	0	0	43	0	0	26	480	0	549
Grand Total	0	0	0	0	0	0	865	0	0	952	9297	0	11114
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	9.3	90.7	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	8.6	83.7	0.0	



	DEAD END Southbound				BRISTOL STREET (ONE- WAY) Westbound				BAYVIEW PLACE Northbound				BRISTOL STREET (ONE- WAY) Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	0	0	0	0	0	0	0	0	101	0	0	101	420	2464	0	2884	2985
Percent	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		14.6	85.4	0.0		
07:45																	
Volume	0	0	0	0	0	0	0	0	21	0	0	21	139	675	0	814	835
Peak Factor																	0.894
High Int.	6:45:00 AM				6:45:00 AM				08:15 AM				07:45 AM				
Volume	0	0	0	0	0	0	0	0	31	0	0	31	139	675	0	814	
Peak Factor												0.815				0.886	



	DEAD END Southbound				BRISTOL STREET (ONE- WAY) Westbound				BAYVIEW PLACE Northbound				BRISTOL STREET (ONE- WAY) Eastbound				Int. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	0	0	0	0	433	0	0	433	142	2591	0	2733	3166
Percent	0.0	0.0	0.0		0.0	0.0	0.0		100.	0.0	0.0		5.2	94.8	0.0		
05:45																	
Volume	0	0	0	0	0	0	0	0	80	0	0	80	37	692	0	729	809
Peak Factor																	0.978
High Int.									05:00 PM				05:45 PM				
Volume	0	0	0	0	0	0	0	0	138	0	0	138	37	692	0	729	
Peak Factor									0.784				0.937				



Transportation Studies, Inc.  
2680 Walnut Avenue  
Suite C  
Tustin, CA. 92780

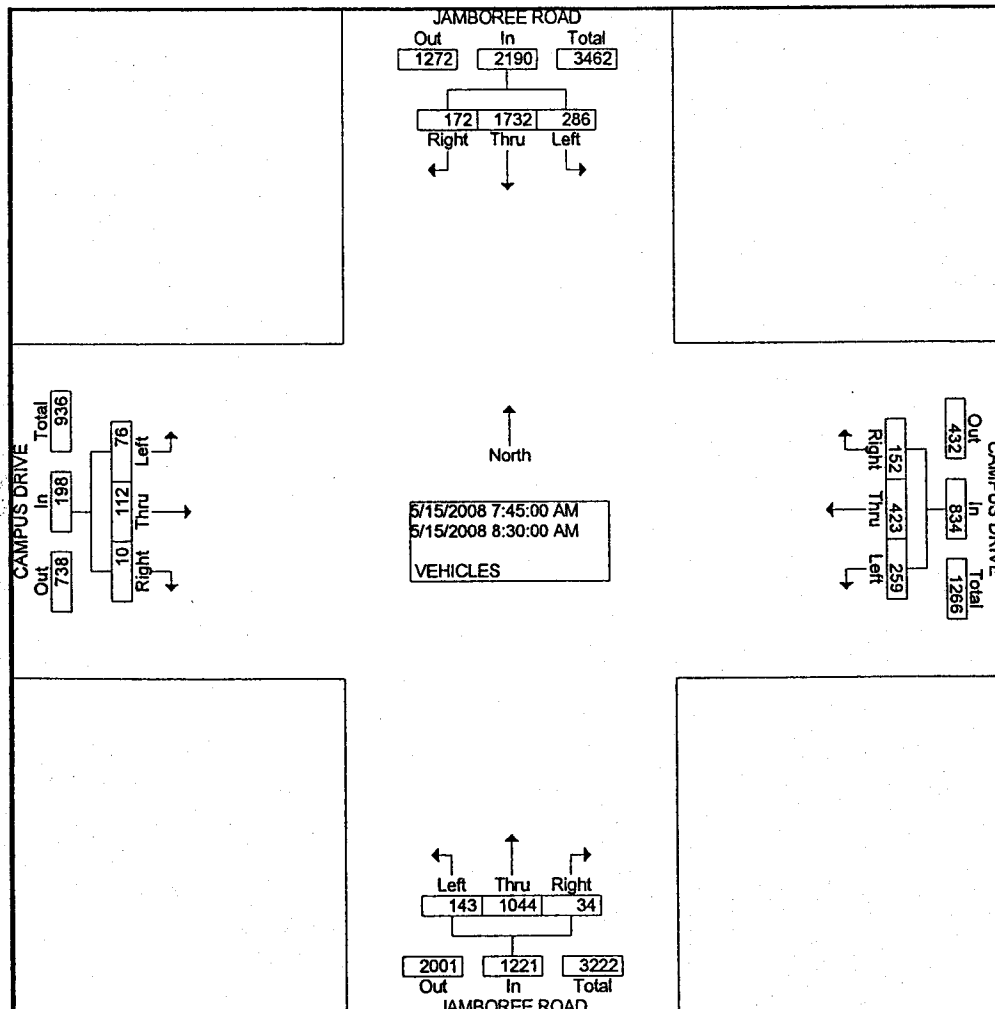
City: NEWPORT BEACH  
N-S Direction: JAMBOREE ROAD  
E-W Direction: CAMPUS DRIVE

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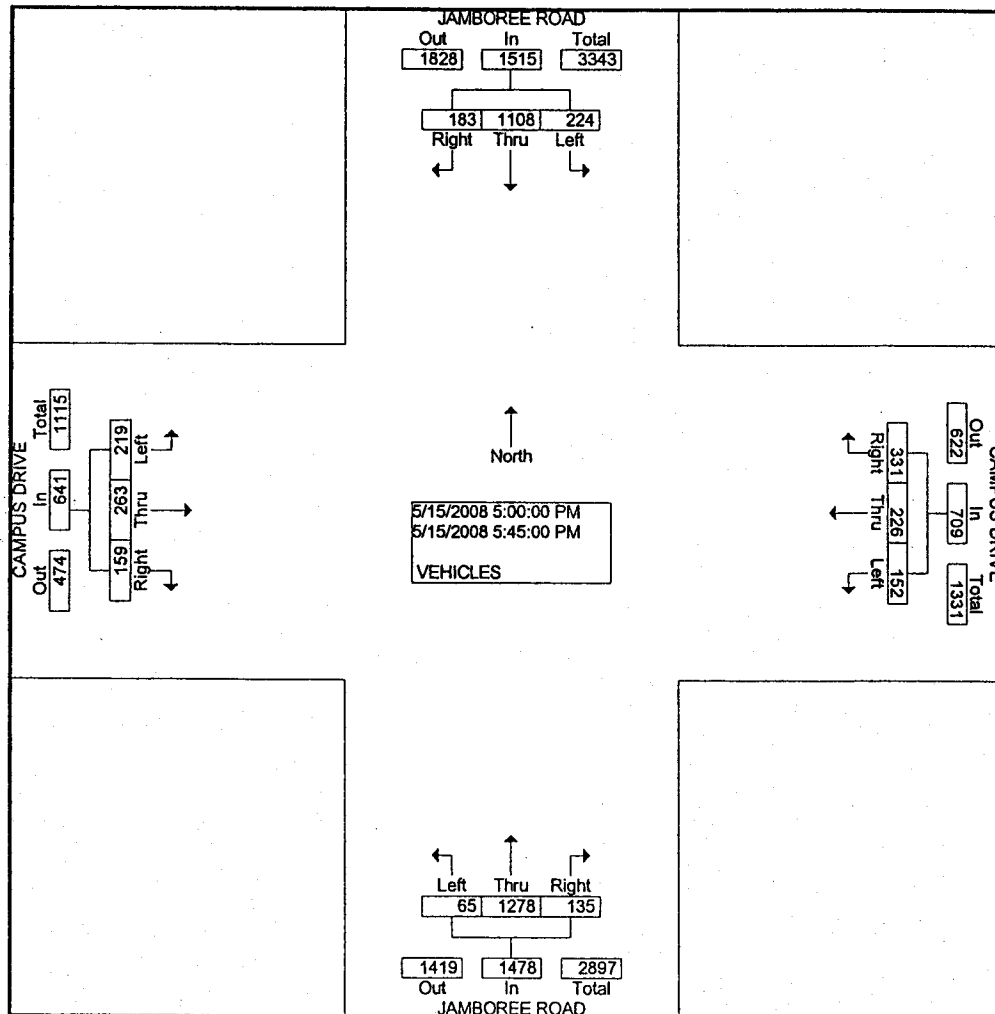
Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			CAMPUS DRIVE Westbound			JAMBOREE ROAD Northbound			CAMPUS DRIVE Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	23	261	44	23	67	32	9	200	21	1	18	15	714
07:15 AM	27	244	42	26	71	33	10	212	27	2	17	17	728
07:30 AM	24	327	51	30	88	51	6	232	31	2	21	15	878
07:45 AM	38	418	67	41	99	62	10	267	31	2	29	18	1082
Total	112	1250	204	120	325	178	35	911	110	7	85	65	3402
08:00 AM	44	464	73	38	109	66	8	248	36	1	24	19	1130
08:15 AM	41	424	74	34	111	70	10	262	37	3	32	20	1118
08:30 AM	49	426	72	39	104	61	6	267	39	4	27	19	1113
08:45 AM	39	411	68	36	108	52	10	261	33	2	26	22	1068
Total	173	1725	287	147	432	249	34	1038	145	10	109	80	4429
*** BREAK ***													
04:30 PM	40	262	51	85	56	29	29	298	12	33	61	51	1007
04:45 PM	46	251	58	74	53	35	34	316	15	38	68	59	1047
Total	86	513	109	159	109	64	63	614	27	71	129	110	2054
05:00 PM	51	282	52	80	54	34	27	313	13	40	63	47	1056
05:15 PM	45	286	57	90	58	39	38	326	16	42	72	56	1125
05:30 PM	48	271	53	79	63	41	31	323	19	40	66	61	1095
05:45 PM	39	269	62	82	51	38	39	316	17	37	62	55	1067
Total	183	1108	224	331	226	152	135	1278	65	159	263	219	4343
06:00 PM	42	280	57	72	57	32	33	311	14	37	68	52	1055
06:15 PM	40	269	54	78	59	39	34	307	16	35	61	43	1035
Grand Total	636	5145	935	907	1208	714	334	4459	377	319	715	569	16318
Apprch %	9.5	76.6	13.9	32.1	42.7	25.2	6.5	86.2	7.3	19.9	44.6	35.5	
Total %	3.9	31.5	5.7	5.6	7.4	4.4	2.0	27.3	2.3	2.0	4.4	3.5	

	JAMBOREE ROAD Southbound				CAMPUS DRIVE Westbound				JAMBOREE ROAD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	172	1732	286	2190	152	423	259	834	34	1044	143	1221	10	112	76	198	4443
Percent	7.9	79.1	13.1		18.2	50.7	31.1		2.8	85.5	11.7		5.1	56.6	38.4		
08:00																	
Volume	44	464	73	581	38	109	66	213	8	248	36	292	1	24	19	44	1130
Peak Factor																	0.983
High Int.	08:00 AM				08:15 AM				08:30 AM				08:15 AM				
Volume	44	464	73	581	34	111	70	215	6	267	39	312	3	32	20	55	
Peak Factor	0.942				0.970				0.978				0.900				



	JAMBOREE ROAD Southbound				CAMPUS DRIVE Westbound				JAMBOREE ROAD Northbound				CAMPUS DRIVE Eastbound				In Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	183	1108	224	1515	331	226	152	709	135	1278	65	1478	159	263	219	641	4343
Percent	12.1	73.1	14.8		46.7	31.9	21.4		9.1	86.5	4.4		24.8	41.0	34.2		
05:15																	
Volume	45	286	57	388	90	58	39	187	38	326	16	380	42	72	56	170	1125
Peak Factor																	0.965
High Int.	05:15 PM				05:15 PM				05:15 PM				05:15 PM				
Volume	45	286	57	388	90	58	39	187	38	326	16	380	42	72	56	170	
Peak Factor	0.976				0.948				0.972				0.943				



Transportation Studies, Inc.

2680 Walnut Avenue

Suite C

Tustin, CA. 92780

City: NEWPORT BEACH

N-S Direction: JAMBOREE ROAD

E-W Direction: BIRCH STREET

File Name : H0804090

Site Code : 00000000

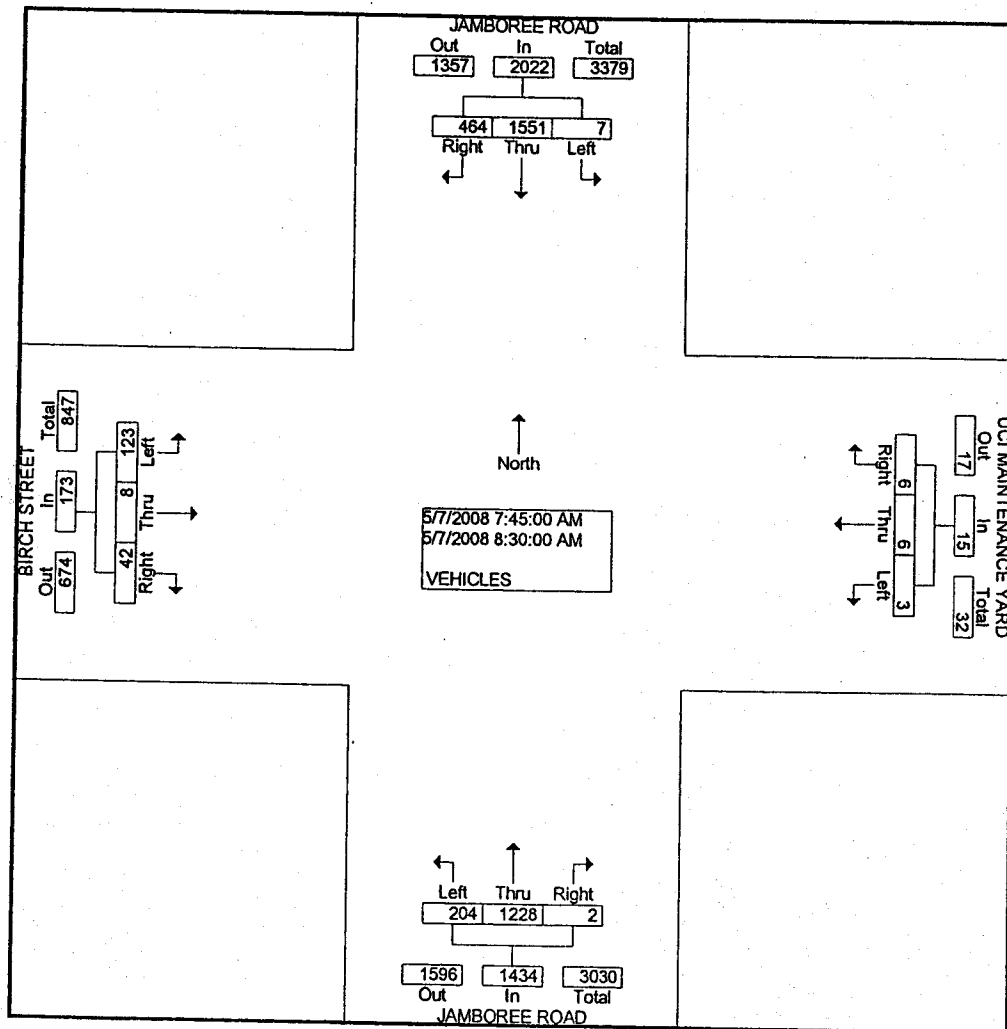
Start Date : 5/7/2008

Page No : 1

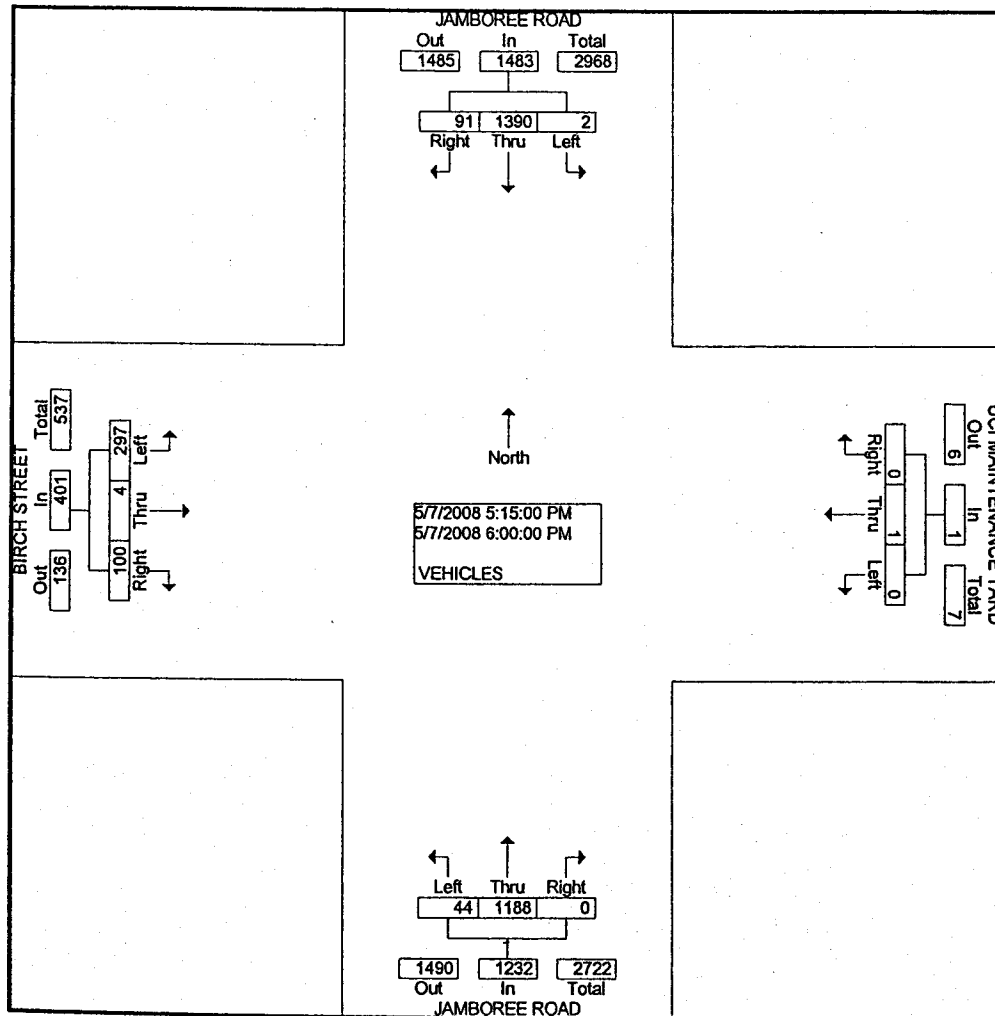
Groups Printed- VEHICLES

	JAMBOREE ROAD Southbound			UCI MAINTENANCE YARD Westbound			JAMBOREE ROAD Northbound			BIRCH STREET Eastbound			Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	43	198	2	3	1	0	0	170	16	6	1	17	457
07:15 AM	66	237	2	1	0	1	0	217	25	4	2	8	563
07:30 AM	91	348	1	1	2	0	0	221	32	10	1	27	734
07:45 AM	86	403	0	2	0	1	0	339	45	16	1	29	922
Total	286	1186	5	7	3	2	0	947	118	36	5	81	2676
08:00 AM	116	349	6	2	2	1	0	301	50	6	0	37	870
08:15 AM	138	416	0	1	2	0	1	307	48	11	3	36	963
08:30 AM	124	383	1	1	2	1	1	281	61	9	4	21	889
08:45 AM	102	384	1	3	1	1	0	239	104	11	4	29	879
Total	480	1532	8	7	7	3	2	1128	263	37	11	123	3601
*** BREAK ***													
04:30 PM	26	291	1	0	0	0	0	300	15	29	0	52	714
04:45 PM	29	322	0	2	0	0	0	315	35	26	0	51	780
Total	55	613	1	2	0	0	0	615	50	55	0	103	1494
05:00 PM	25	302	2	0	0	0	0	271	15	41	3	87	746
05:15 PM	25	350	1	0	0	0	0	355	14	25	0	70	840
05:30 PM	29	283	1	0	1	0	0	262	19	24	3	75	697
05:45 PM	21	416	0	0	0	0	0	274	8	27	1	68	815
Total	100	1351	4	0	1	0	0	1162	56	117	7	300	3098
06:00 PM	16	341	0	0	0	0	0	297	3	24	0	84	765
06:15 PM	18	326	0	0	0	0	0	316	9	19	0	53	741
Grand Total	955	5349	18	16	11	5	2	4465	499	288	23	744	12375
Apprch %	15.1	84.6	0.3	50.0	34.4	15.6	0.0	89.9	10.0	27.3	2.2	70.5	
Total %	7.7	43.2	0.1	0.1	0.1	0.0	0.0	36.1	4.0	2.3	0.2	6.0	

	JAMBOREE ROAD Southbound				UCI MAINTENANCE YARD Westbound				JAMBOREE ROAD Northbound				BIRCH STREET Eastbound				Int. Total
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	464	1551	7	2022	6	6	3	15	2	1228	204	1434	42	8	123	173	3644
Percent	22.9	76.7	0.3		40.0	40.0	20.0		0.1	85.6	14.2		24.3	4.6	71.1		
08:15	138	416	0	554	1	2	0	3	1	307	48	356	11	3	36	50	963
Volume																	
Peak Factor	08:15 AM				08:00 AM				07:45 AM				08:15 AM				0.946
High Int.	138	416	0	554	2	2	1	5	0	339	45	384	11	3	36	50	
Volume																	
Peak Factor				0.912				0.750				0.934				0.865	



	JAMBOREE ROAD Southbound				UCI MAINTENANCE YARD Westbound				JAMBOREE ROAD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Intersection	05:15 PM																
Volume	91	1390	2	1483	0	1	0	1	0	1188	44	1232	100	4	297	401	3117
Percent	6.1	93.7	0.1		0.0	100.0	0.0		0.0	96.4	3.6		24.9	1.0	74.1		
05:15																	
Volume	25	350	1	376	0	0	0	0	0	355	14	369	25	0	70	95	840
Peak Factor																	0.928
High Int.	05:45 PM				05:30 PM				05:15 PM				06:00 PM				
Volume	21	416	0	437	0	1	0	1	0	355	14	369	24	0	84	108	
Peak Factor	0.848								0.250				0.835				0.928





# Intersection Turning Movement

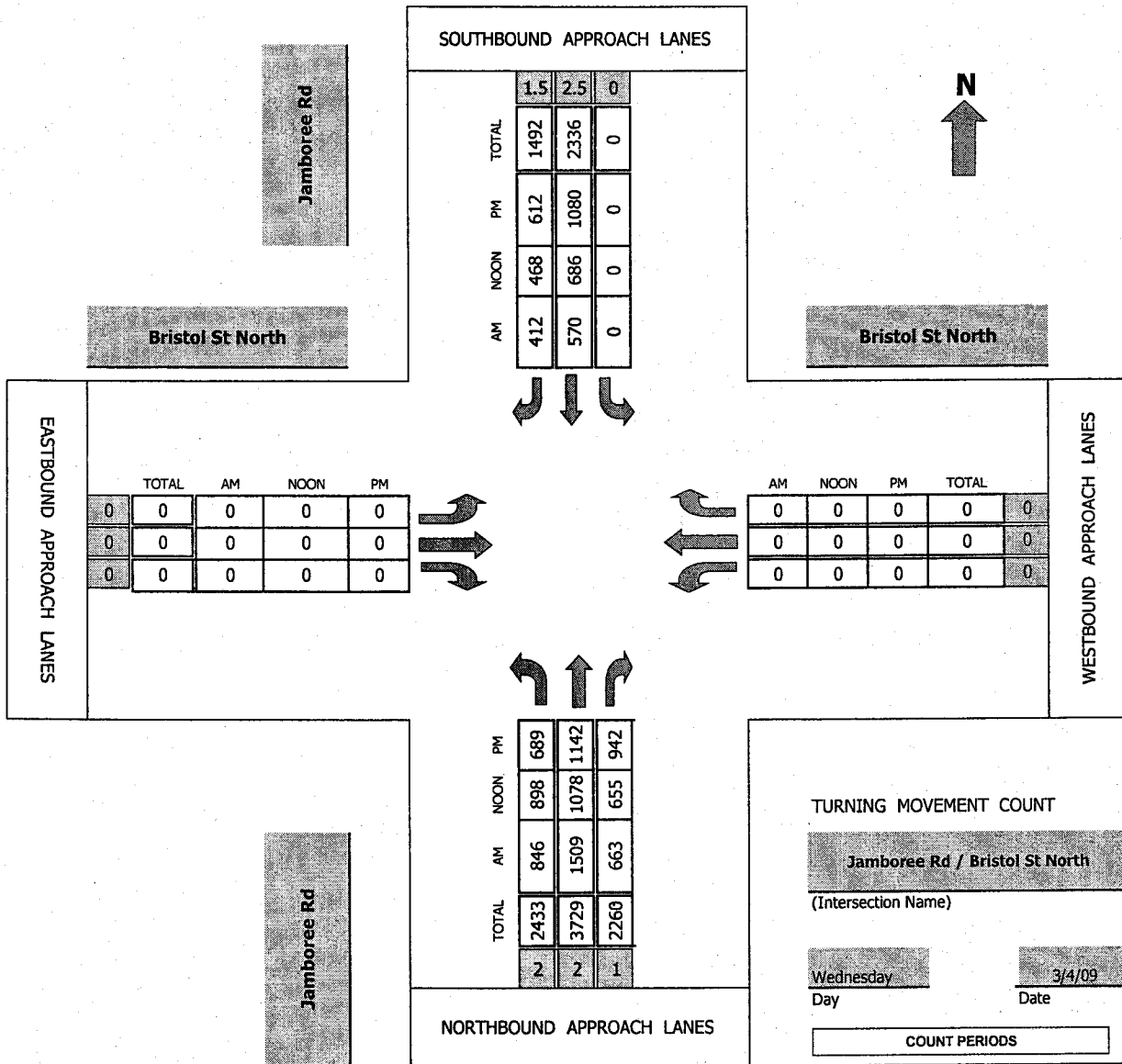
Prepared by:



National Data & Surveying Services

## TMC Summary of Jamboree Rd/Bristol St North

Project #: 09-5077-002



CONTROL: Signalized

AM PEAK HOUR 800 AM

NOON PEAK HOUR 1230 PM

PM PEAK HOUR 500 PM

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jamboree Rd

DATE: 3/4/2009

LOCATION: City of Newport Beach

E-W STREET: Bristol St North

DAY: WEDNESDAY

PROJECT# 09-5077-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 0	ST 2.5	SR 1.5	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM													
7:15 AM													
7:30 AM	153	366	137		135	58							849
7:45 AM	184	370	190		133	85							962
8:00 AM	225	355	175		135	92							982
8:15 AM	232	393	154		145	112							1036
8:30 AM	171	361	171		157	105							965
8:45 AM	218	400	163		133	103							1017
9:00 AM	178	284	146		129	96							833
9:15 AM	162	256	191		124	86							819
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 1523	NT 2785	NR 1327	SL 0	ST 1091	SR 737	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 7463

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	846	1509	663	0	570	412	0	0	0	0	0	0	4000
PEAK HR. FACTOR:		0.966			0.937			0.000			0.000		0.965

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jamboree Rd

DATE: 3/4/2009

LOCATION: City of Newport Beach

E-W STREET: Bristol St North

DAY: WEDNESDAY

PROJECT# 09-5077-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 0	ST 2.5	SR 1.5	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM	187	259	244		205	115							1010
4:30 PM	174	273	226		211	142							1026
4:45 PM	173	272	194		228	128							995
5:00 PM	166	270	278		249	156							1119
5:15 PM	183	324	272		284	145							1208
5:30 PM	177	281	212		261	134							1065
5:45 PM	163	267	180		286	177							1073
6:00 PM	166	251	196		280	154							1047
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 1389	NT 2197	NR 1802	SL 0	ST 2004	SR 1151	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 8543
--------------------	------------	------------	------------	---------	------------	------------	---------	---------	---------	---------	---------	---------	---------------

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	689	1142	942	0	1080	612	0	0	0	0	0	0	4465
PEAK HR. FACTOR:	0.890			0.914			0.000			0.000			0.924

CONTROL: Signalized

# Intersection Turning Movement

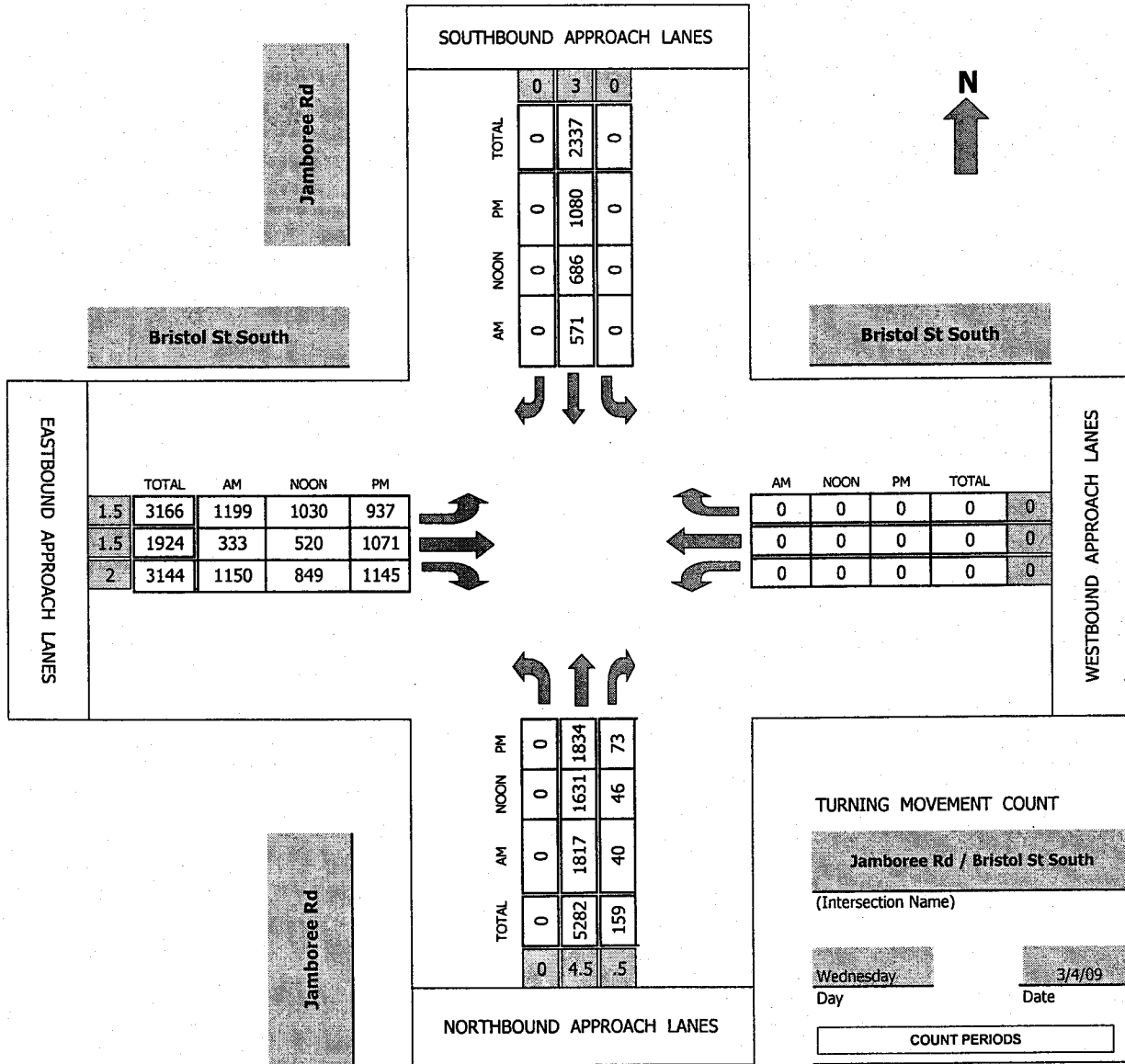
Prepared by:



National Data & Surveying Services

## TMC Summary of Jamboree Rd/Bristol St South

Project #: 09-5077-003



CONTROL: Signalized

AM PEAK HOUR 800 AM

NOON PEAK HOUR 1215 PM

PM PEAK HOUR 500 PM

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jamboree Rd

DATE: 03/04/2009

LOCATION: City of Newport Beach

E-W STREET: Bristol St South

DAY: WEDNESDAY

PROJECT# 09-5077-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 4.5	NR .5	SL 0	ST 3	SR 0	EL 1.5	ET 1.5	ER 2	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM													
7:15 AM													
7:30 AM		422	11		137		235	80	287				1172
7:45 AM		456	8		130		288	62	310				1254
8:00 AM		469	10		138		288	79	249				1233
8:15 AM		460	8		144		319	98	318				1347
8:30 AM		415	10		158		288	78	287				1236
8:45 AM		473	12		131		304	78	296				1294
9:00 AM		369	9		130		239	62	271				1080
9:15 AM		393	6		121		215	61	188				984
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	3457	74	0	1089	0	2176	598	2206	0	0	0	9600

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	0	1817	40	0	571	0	1199	333	1150	0	0	0	5110
PEAK HR. FACTOR:		0.957			0.903			0.912			0.000		0.948

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Jamboree Rd

DATE: 03/04/2009

LOCATION: City of Newport Beach

E-W STREET: Bristol St South

DAY: WEDNESDAY

PROJECT# 09-5077-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	4.5	.5	0	3	0	1.5	1.5	2	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM		454	12		202		235	118	222				1243
4:30 PM		438	10		212		234	161	205				1260
4:45 PM		373	13		226		267	209	315				1403
5:00 PM		427	22		251		287	191	277				1455
5:15 PM		533	20		283		245	329	283				1693
5:30 PM		466	12		262		204	307	325				1576
5:45 PM		408	19		284		201	244	260				1416
6:00 PM		365	15		281		249	135	196				1241
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	3464	123	0	2001	0	1922	1694	2083	0	0	0	11287

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	1834	73	0	1080	0	937	1071	1145	0	0	0	6140
PEAK HR.													
FACTOR:		0.862			0.951			0.920			0.000		0.907

CONTROL: Signalized

## **APPENDIX C**

### **Regional Traffic Annual Growth Rate**

CITY OF NEWPORT BEACH  
REGIONAL TRAFFIC ANNUAL GROWTH RATE

COAST HIGHWAY

East city limit to MacArthur Boulevard	1%
MacArthur Boulevard to Jamboree Road	1%
Jamboree Road to Newport Boulevard	1%
Newport Boulevard to west city limit	1%

IRVINE AVENUE

All	1%
-----	----

JAMBOREE ROAD

Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to Bison	1%
Bison to Bristol	1%
Bristol to Campus	1%

MACARTHUR BOULEVARD

Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to north city limit	1%

NEWPORT BOULEVARD

Coast Highway to north city limit	1%
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Street segments not listed are assumed to have 0% regional growth.



## **APPENDIX D**

### **Explanation and Calculation of Intersection Capacity Utilization**

## EXPLANATION AND CALCULATION OF INTERSECTION CAPACITY UTILIZATION

### Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1,600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1,600 times 50 percent times 3 lanes, or 2,400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at an intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a decimal, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 0.800 of capacity (i.e., an Intersection Capacity Utilization of 0.800), then 0.200 of the traffic signal cycle is not used. The traffic signal could show red on all indications 0.200 of the time and the traffic signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of traffic signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1,600 vehicles per hour, the southbound traffic is 1,200 vehicles per hour, and the capacity of either direction is 3,200 vehicles per hour, then the northbound traffic is critical and requires  $1,600/3,200$  or 0.500 of the traffic signal time. If for east-west traffic, 0.300 of the traffic signal time is required, then it can be seen that the Intersection Capacity Utilization is 0.500 plus 0.300, or 0.800. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

### **Intersection Capacity Utilization Worksheets That Follow This Discussion**

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.
4. Capacity assumed per lane.
5. Capacity available to serve each movement (number of lanes times capacity per lane).
6. Volume to capacity ratio for each movement.
7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.
8. The yellow time or clearance interval assumed.
9. Adjustments for right turn movements.
10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. The approach and exit leg volumes.
4. The two-way leg volumes.
5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.

6. Percent of daily traffic in peak hours.
7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

#### **Level of Service**

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the Intersection Capacity Utilization description, along with the relationship between Intersection Capacity Utilization and Level of Service.

#### **Signalized and Unsignalized Intersections**

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a traffic signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a traffic signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

#### **Traffic Signal Timing**

The Intersection Capacity Utilization calculation assumes that a traffic signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 1.000, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

### Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of approximately 1,750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1,600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1,600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August 1978 issue of the Institute of Transportation Engineers Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman, P.E. A capacity of 1,600 vehicles per hour per lane with no yellow time penalty, or 1,700 vehicles per hour with a 0.030 or 0.050 yellow time penalty is reasonable.

### Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 0.100 of a traffic signal cycle, and a penalty of 0.030 to 0.050 is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

### Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1,600 capacity, and if one assumes that there are 1,000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1,600 vehicles (1,000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1,600 or 4,800, and the amount of green time needed to serve the ramp is 1,600 vehicles divided by 4,800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1,000 left turns are served by a capacity of 1.33 times 1,600, or 2,133. The volume to capacity ratio of the critical move is 1,000 divided by 2,133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates, Inc. does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

#### **Right Turn on Red**

Kunzman Associates, Inc. software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

#### **Free Right Turn Lane**

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 1.000 green time. A free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

### **Separate Right Turn Arrow**

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

### **Standard Right Turn Lane, No Right Turns on Red**

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

### **Standard Right Turn Lane, With Right Turns on Red**

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the traffic signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the traffic signal cycle (40 percent of traffic signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the traffic signal cycle is green for the northbound through traffic, and that means that 15 percent of the traffic signal cycle is available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the traffic signal cycle is still needed to satisfy the northbound right turns (40 percent of the traffic signal cycle minus the 15 percent of the traffic signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the traffic signal cycle. This 6 percent of the traffic signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap left turn, 19 percent of the traffic signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the traffic signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the traffic signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the traffic signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the traffic signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the traffic signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the traffic signal cycle has been available for northbound right turns.

Because 40 percent of the traffic signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the traffic signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

#### **Separate Right Turn Arrow, With Right Turns on Red**

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the



right turn arrow are not counted as part of the percentage of right turns that occur on red.

#### **Critical Lane Method**

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1,600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since  $800/1,600$  is 50 percent. It is our opinion that the Critical Lane Method is inferior to the Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1,600 vehicles per hour and no clearance interval.

<b><u>Critical Lane Method Result</u></b>	<b><u>Intersection Capacity Utilization Result</u></b>
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1,120 vehicles per hour	70 percent
1,280 vehicles per hour	80 percent
1,440 vehicles per hour	90 percent
1,600 vehicles per hour	100 percent
1,760 vehicles per hour	110 percent

# **INTERSECTION CAPACITY UTILIZATION LEVEL OF SERVICE DESCRIPTION<sup>1</sup>**

Level of Service	Description	Volume to Capacity Ratio
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.	0.601 to 0.700
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

<sup>1</sup>Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

**Existing (Year 2011)**

## 4221 Dolphin-Striker Project

Existing (Year 2011)

Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435  
 Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

## Volume Module:

Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	972	50	201	860	234	316	572	49	90	191	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	972	50	201	860	234	316	572	49	90	191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	972	50	201	860	234	316	572	49	90	191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	972	50	201	860	234	316	572	49	90	191	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4418	382	3200	4800	1600

## Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.03	0.13	0.13	0.15	0.10	0.13	0.13	0.03	0.04	0.00
Crit Moves:	****			****			****			****		

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

```

*****
Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.635
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Ignore
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      4      0      1      1      0      4      0      1      2      0      2      1      0      2      0      3      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      154 1091      49      45 819      447      324 274      96      98 669      195
Growth Adj:      1.03 1.03      1.03      1.03 1.03      1.03      1.03 1.03      1.03      1.03 1.03      1.03
Initial Bse:      159 1124      50      46 844      460      334 282      99      101 689      201
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      0.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      0.00
PHF Volume:      159 1124      50      46 844      460      334 282      99      101 689      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      159 1124      50      46 844      460      334 282      99      101 689      0
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      0.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      0.00
FinalVolume:      159 1124      50      46 844      460      334 282      99      101 689      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600      1600      1600 1600      1600      1600 1600      1600      1600 1600      1600
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      1.00 4.00      1.00      1.00 4.00      1.00      2.00 2.22      0.78      2.00 3.00      1.00
Final Sat.:      1600 6400      1600      1600 6400      1600      3200 3555      1245      3200 4800      1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.10 0.18      0.03      0.03 0.13      0.29      0.10 0.08      0.08      0.03 0.14      0.00
Crit Moves:      ****          ****          ****
*****

```

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1		1	0	3	1	0	

## Volume Module:

Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	703	100	102	636	180	158	310	73	31	154	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	33	703	100	102	636	180	158	310	73	31	154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	703	100	102	636	180	158	310	73	31	154	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	33	703	100	102	636	180	158	310	73	31	154	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.12	0.88	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4992	1408	1600	2556	644	1600	3200	1600

## Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.06	0.06	0.13	0.13	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

## Volume Module:

Base Vol:	86	646	25	49	858	149	274	182	53	114	433	170
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	659	26	50	875	152	274	182	53	114	433	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	88	659	26	50	875	152	274	182	53	114	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	659	26	50	875	152	274	182	53	114	433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	88	659	26	50	875	152	274	182	53	114	433	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.41	0.59	1.61	1.07	0.31	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5453	947	2582	1717	500	1600	3200	1600

## Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.02	0.03	0.16	0.16	0.11	0.11	0.11	0.07	0.14	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1

## Volume Module:

Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1008	669	59	444	166	19	96	28	78	136	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1008	669	59	444	166	19	96	28	78	136	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1008	669	59	444	166	19	96	28	78	136	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1008	669	59	444	166	19	96	28	78	136	12

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

## Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.42	0.04	0.09	0.10	0.01	0.03	0.02	0.02	0.09	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*



4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

```

*****
Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.558
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1 0 3 0 1      1 0 3 0 1      1 0 2 0 1      2 0 1 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      48 624 126      29 968 52 138 195 183 665 127 38
Growth Adj:  1.02 1.02 1.02 1.02 1.02 1.02 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  49 636 129      30 987 53 138 195 183 665 127 38
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    49 636 129      30 987 53 138 195 183 665 127 38
Reduct Vol:    0      0      0      0      0      0      0      0      0      0
Reduced Vol:   49 636 129      30 987 53 138 195 183 665 127 38
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   49 636 129      30 987 53 138 195 183 665 127 38
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00
Final Sat.:    1600 4800 1600 1600 4800 1600 1600 3200 1600 3200 1600 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.03 0.13 0.08 0.02 0.21 0.03 0.09 0.06 0.11 0.21 0.08 0.02
Crit Moves:    ****          ****          ****          ****
*****

```

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	0	1	

## Volume Module:

Base Vol:	177	1332	456	66	293	121	410	851	176	364	674	181
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	1359	465	67	299	123	418	868	180	371	687	185
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1359	465	67	299	0	418	868	180	371	687	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1359	465	67	299	0	418	868	180	371	687	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	181	1359	465	67	299	0	418	868	180	371	687	185
OvlAdjVol:	279											

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

## Capacity Analysis Module:

Vol/Sat:	0.06	0.28	0.29	0.02	0.06	0.00	0.13	0.18	0.11	0.12	0.14	0.12
OvlAdjV/S:	0.17											
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	227	578	397	157	965	312	214	967	37	611	921	155
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	232	590	405	160	984	318	218	986	38	623	939	158
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	590	405	160	984	0	218	986	38	623	939	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	590	405	160	984	0	218	986	38	623	939	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	590	405	160	984	0	218	986	38	623	939	158
OvlAdjVol:	93											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.25	0.05	0.21	0.00	0.07	0.21	0.02	0.19	0.20	0.10
OvlAdjV/S:	0.06											
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	2	0	0	0	0

## Volume Module:

Base Vol:	349	1533	0	0	220	204	0	0	0	120	902	138
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	1564	0	0	224	208	0	0	0	120	902	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	1564	0	0	224	208	0	0	0	120	902	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	1564	0	0	224	208	0	0	0	120	902	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	1564	0	0	224	208	0	0	0	120	902	138

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.47	0.53
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5551	849

## Capacity Analysis Module:

Vol/Sat:	0.11	0.33	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.08	0.16	0.16
Crit Moves:	****			****						****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	2	0	0	0	0

Volume Module:

Base Vol:	370	671	0	0	742	1007	0	0	0	200	1867	74
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	684	0	0	757	1027	0	0	0	200	1867	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	684	0	0	757	1027	0	0	0	200	1867	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	684	0	0	757	1027	0	0	0	200	1867	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	377	684	0	0	757	1027	0	0	0	200	1867	74

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.85	0.15
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6156	244

Capacity Analysis Module:

Vol/Sat:	0.12	0.14	0.00	0.00	0.12	0.32	0.00	0.00	0.00	0.13	0.30	0.30
Crit Moves:	****					****					****	

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing (Year 2011)

Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634  
 Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	918	155	98	287	0	1186	1623	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	918	155	98	287	0	1186	1623	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	918	155	98	287	0	1186	1623	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	918	155	98	287	0	1186	1623	299	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.69	2.31	2.00	0.00	0.00	0.00
Final Sat.:	0	6844	1156	1600	4800	0	2702	3698	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.13	0.13	0.06	0.06	0.00	0.44	0.44	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing (Year 2011)

Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0

## Volume Module:

Base Vol:	0	720	180	201	859	0	417	1004	429	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	734	184	205	876	0	417	1004	429	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	734	184	205	876	0	417	1004	429	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	734	184	205	876	0	417	1004	429	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	734	184	205	876	0	417	1004	429	0	0	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.17	2.83	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1878	4522	3200	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.11	0.13	0.18	0.00	0.22	0.22	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

## Volume Module:

Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	886	0	0	160	95	0	0	0	403	988	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	886	0	0	160	95	0	0	0	403	988	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	886	0	0	160	95	0	0	0	403	988	237

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.16	3.26	0.58
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1854	5217	929

## Capacity Analysis Module:

Vol/Sat:	0.03	0.28	0.00	0.00	0.05	0.03	0.00	0.00	0.00	0.22	0.19	0.26
Crit Moves:	****			****								****

\*\*\*\*\*



## 4221 Dolphin-Striker Project

Existing (Year 2011)

Evening Peak Hour

## Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

## Volume Module:

Base Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	344	0	0	484	743	0	0	0	392	1187	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	344	0	0	484	743	0	0	0	392	1187	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	344	0	0	484	743	0	0	0	392	1187	124

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.58	2.42	0.00	0.00	0.00	1.00	3.72	0.28
Final Sat.:	3200	3200	0	0	2525	3875	0	0	0	1600	5946	454

## Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.25	0.20	0.27
Crit Moves:	****				****							****

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing (Year 2011)

Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

## Volume Module:

Base Vol:	0	333	229	198	379	0	676	867	291	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	229	198	379	0	676	867	291	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	333	229	198	379	0	676	867	291	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	229	198	379	0	676	867	291	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	333	229	198	379	0	676	867	291	0	0	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.37	1.63	2.00	2.00	0.00	1.75	2.49	0.75	0.00	0.00	0.00
Final Sat.:	0	3792	2608	3200	3200	0	2804	3990	1206	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.06	0.12	0.00	0.24	0.22	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2
	1	0					1	1	2	1	0	0	0

## Volume Module:

Base Vol:	0	312	300	305	614	0	188	999	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	300	305	614	0	188	999	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	312	300	305	614	0	188	999	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	312	300	305	614	0	188	999	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	312	300	305	614	0	188	999	174	0	0	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.04	1.96	2.00	2.00	0.00	1.00	3.56	0.45	0.00	0.00	0.00
Final Sat.:	0	3263	3137	3200	3200	0	1600	5688	712	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.10	0.10	0.19	0.00	0.12	0.18	0.24	0.00	0.00	0.00
Crit Moves:	****				****				****			

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4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	2	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	16	534	53	37	335	73	228	303	42	77	287	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	16	534	53	37	335	73	233	309	43	79	293	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	534	0	37	335	73	233	309	43	79	293	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	534	0	37	335	73	233	309	43	79	293	112
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	534	0	37	335	73	233	309	43	79	293	112

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	1600	3200	1600	1600	2627	573	1600	3200	1600	1600	2313	887

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.15	0.10	0.03	0.05	0.13	0.13
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	2	0	1	1

Volume Module:

Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	383	122	98	610	224	148	454	50	52	511	65
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	383	0	98	610	224	148	454	50	52	511	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	383	0	98	610	224	148	454	50	52	511	65
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	383	0	98	610	224	148	454	50	52	511	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	1600	2341	859	1600	3200	1600	1600	2838	362

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.00	0.06	0.26	0.26	0.09	0.14	0.03	0.03	0.18	0.18
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1		1	0	2	0	1	

Volume Module:

Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	484	33	56	275	128	79	194	48	43	159	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	484	33	56	275	128	79	194	48	43	159	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	484	33	56	275	128	79	194	48	43	159	22

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.05	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

## Volume Module:

Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	407	55	34	549	133	99	166	26	19	235	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	407	55	34	549	133	99	166	26	19	235	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	407	55	34	549	133	99	166	26	19	235	41

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

## Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.03	0.02	0.17	0.08	0.06	0.05	0.02	0.01	0.07	0.03
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #11 Bayview Place (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	101	0	0	0	0	2464	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	101	0	0	0	0	2464	420	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.26	0.00	0.00	0.00
Crit Moves:	****						****					

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4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

```

*****
Intersection #11 Bayview Place (NS) at Bristol Street South (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.540
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:      0    0    0    0    2      0    0    0    0    0      0    0    4    0    1      0    0    0    0    0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0    0    433      0    0    0      0 2591    142      0    0    0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    433      0    0    0      0 2591    142      0    0    0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0    0    433      0    0    0      0 2591    142      0    0    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:      0    0    433      0    0    0      0 2591    142      0    0    0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0    0    433      0    0    0      0 2591    142      0    0    0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.00 2.00 0.00 0.00 0.00 0.00 4.00 1.00 0.00 0.00 0.00
Final Sat.:      0    0 3200      0    0    0      0 6400    1600      0    0    0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.14 0.00 0.00 0.00 0.00 0.40 0.09 0.00 0.00 0.00
Crit Moves:      ****                      ****
*****

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## 4221 Dolphin-Striker Project

Existing (Year 2011)

Morning Peak Hour

## Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

## Volume Module:

Base Vol:	143	1044	34	286	1732	172	76	112	10	259	423	152
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	147	1075	35	295	1784	177	78	115	10	267	436	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	147	1075	35	295	1784	177	78	115	0	267	436	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1075	35	295	1784	177	78	115	0	267	436	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	147	1075	35	295	1784	177	78	115	0	267	436	157

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.87	0.13	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6198	202	3200	4366	434	3200	3200	1600	3200	3200	1600

## Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.17	0.09	0.41	0.41	0.02	0.04	0.00	0.08	0.14	0.10
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing (Year 2011)

Evening Peak Hour

## Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Ignore				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

## Volume Module:

Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	67	1316	139	231	1141	188	226	271	164	157	233	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	67	1316	139	231	1141	188	226	271	0	157	233	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1316	139	231	1141	188	226	271	0	157	233	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	67	1316	139	231	1141	188	226	271	0	157	233	341

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.62	0.38	2.00	2.57	0.43	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5789	611	3200	4120	680	3200	3200	1600	3200	3200	1600

## Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.23	0.07	0.28	0.28	0.07	0.08	0.00	0.05	0.07	0.21
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Ignore					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	204	1228	2	7	1551	464	123	8	42	3	6	6
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1265	2	7	1598	478	123	8	42	3	6	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	1265	2	7	1598	0	123	8	0	3	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1265	2	7	1598	0	123	8	0	3	6	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	210	1265	2	7	1598	0	123	8	0	3	6	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
Final Sat.:	1600	4792	8	1600	4800	1600	3005	195	1600	320	640	640

Capacity Analysis Module:

Vol/Sat:	0.13	0.26	0.26	0.00	0.33	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #13 Jamboree Road (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	1	0	0	1

Volume Module:

Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1224	0	2	1432	94	297	4	100	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	45	1224	0	2	1432	0	297	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1224	0	2	1432	0	297	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	45	1224	0	2	1432	0	297	4	0	0	1	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3157	43	1600	0	1600	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.25	0.00	0.00	0.30	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011)  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	1	1	1	0	0	2	1	1	0	0	0

Volume Module:

Base Vol:	846	1509	663	0	570	412	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	863	1539	676	0	581	420	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	863	1539	0	0	581	420	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	863	1539	0	0	581	420	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	863	1539	0	0	581	420	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.32	1.68	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	3715	2685	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.27	0.42	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing (Year 2011)

Evening Peak Hour

## Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489  
 Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	1	1	1	0	0	2	1	1	0	0	0

Volume Module:

Base Vol:	689	1142	942	0	1080	612	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	703	1165	961	0	1102	624	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	703	1165	0	0	1102	624	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	703	1165	0	0	1102	624	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	703	1165	0	0	1102	624	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.55	1.45	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4085	2315	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.36	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing (Year 2011)

Morning Peak Hour

## Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	3	0	0	0

## Volume Module:

Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1853	41	0	582	0	1199	333	1150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1853	41	0	582	0	1199	333	1150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1853	41	0	582	0	1199	333	1150	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1853	41	0	582	0	1199	333	1150	0	0	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.89	0.11	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7828	172	0	4800	0	3200	1600	3200	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.24	0.00	0.12	0.00	0.37	0.21	0.36	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*



4221 Dolphin-Striker Project  
Existing (Year 2011)  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	4	1	0	0	0	3	0	0	1	1	1	0	2	0	0	0	0	0

Volume Module:												
Base Vol:	0	1834	73	0	1080	0	937	1071	1145	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1871	74	0	1102	0	937	1071	1145	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1871	74	0	1102	0	937	1071	1145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1871	74	0	1102	0	937	1071	1145	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1871	74	0	1102	0	937	1071	1145	0	0	0

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.81	0.19	0.00	3.00	0.00	1.40	1.60	2.00	0.00	0.00	0.00
Final Sat.:	0	7694	306	0	4800	0	2240	2560	3200	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.23	0.00	0.42	0.42	0.36	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

**Existing (Year 2011) + Project**

4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	972	50	201	860	234	316	572	49	90	191	60
Added Vol:	0	3	0	0	4	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	975	50	201	864	234	316	572	49	94	191	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	975	50	201	864	234	316	572	49	94	191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	975	50	201	864	234	316	572	49	94	191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	975	50	201	864	234	316	572	49	94	191	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4418	382	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.03	0.13	0.14	0.15	0.10	0.13	0.13	0.03	0.04	0.00
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ignore							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	154	1091	49	45	819	447	324	274	96	98	669	195
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	159	1124	50	46	844	460	334	282	99	101	689	201
Added Vol:	0	5	0	0	4	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	1129	50	46	848	460	334	282	99	105	689	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	159	1129	50	46	848	460	334	282	99	105	689	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1129	50	46	848	460	334	282	99	105	689	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	159	1129	50	46	848	460	334	282	99	105	689	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.22	0.78	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3555	1245	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.18	0.03	0.03	0.13	0.29	0.10	0.08	0.08	0.03	0.14	0.00
Crit Moves:	****					****	****				****	

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	2

Volume Module:

Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	703	100	102	636	180	158	310	73	31	154	53
Added Vol:	0	3	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	706	100	102	644	180	158	310	73	31	154	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	33	706	100	102	644	180	158	310	73	31	154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	706	100	102	644	180	158	310	73	31	154	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	706	100	102	644	180	158	310	73	31	154	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.13	0.87	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5006	1394	1600	2556	644	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.06	0.06	0.13	0.13	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	86	646	25	49	858	149	274	182	53	114	433	170
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	659	26	50	875	152	274	182	53	114	433	170
Added Vol:	0	5	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	664	26	50	883	152	274	182	53	114	433	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	88	664	26	50	883	152	274	182	53	114	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	664	26	50	883	152	274	182	53	114	433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	88	664	26	50	883	152	274	182	53	114	433	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.41	0.59	1.61	1.07	0.31	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5460	940	2582	1717	500	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.02	0.03	0.16	0.16	0.11	0.11	0.11	0.07	0.14	0.00
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	2	0	1	0	1

Volume Module:

Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1008	669	59	444	166	19	96	28	78	136	12
Added Vol:	0	23	0	7	15	0	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1031	669	66	459	166	19	96	28	78	138	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1031	669	66	459	166	19	96	28	78	138	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1031	669	66	459	166	19	96	28	78	138	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1031	669	66	459	166	19	96	28	78	138	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.42	0.04	0.10	0.10	0.01	0.03	0.02	0.02	0.09	0.01
Crit Moves:			****	****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	0	1

Volume Module:

Base Vol:	48	624	126	29	968	52	138	195	183	665	127	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	636	129	30	987	53	138	195	183	665	127	38
Added Vol:	0	23	0	12	26	0	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	659	129	42	1013	53	138	195	183	665	129	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	659	129	42	1013	53	138	195	183	665	129	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	659	129	42	1013	53	138	195	183	665	129	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	659	129	42	1013	53	138	195	183	665	129	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.14	0.08	0.03	0.21	0.03	0.09	0.06	0.11	0.21	0.08	0.02
Crit Moves:	****			****			****		****	****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R					

Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Ignore					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	177	1332	456	66	293	121	410	851	176	364	674	181
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	1359	465	67	299	123	418	868	180	371	687	185
Added Vol:	0	11	0	4	7	4	6	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	1370	465	71	306	127	424	868	180	371	687	191
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1370	465	71	306	0	424	868	180	371	687	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1370	465	71	306	0	424	868	180	371	687	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1370	465	71	306	0	424	868	180	371	687	191
OvlAdjVol:	279											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.29	0.29	0.02	0.06	0.00	0.13	0.18	0.11	0.12	0.14	0.12
OvlAdjV/S:	0.17											

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

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Approach:	North Bound	South Bound	East Bound	West Bound
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Movement:	L - T - R	L - T - R	L - T - R	L - T - R
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Control:	Protected	Protected	Protected	Protected
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Rights:	Ovl	Ignore	Include	Include
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Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
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Lanes:	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1	2 0 3 0 1
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Volume Module:

Base Vol:	227 578 397	157 965 312	214 967 37	611 921 155
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Growth Adj:	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02
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Initial Bse:	232 590 405	160 984 318	218 986 38	623 939 158
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Added Vol:	0 11 0	7 12 7	6 0 0	0 0 6
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PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
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Initial Fut:	232 601 405	167 996 325	224 986 38	623 939 164
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User Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
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PHF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
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PHF Volume:	232 601 405	167 996 0	224 986 38	623 939 164
-------------	-------------	-----------	------------	-------------

Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
-------------	-------	-------	-------	-------

Reduced Vol:	232 601 405	167 996 0	224 986 38	623 939 164
--------------	-------------	-----------	------------	-------------

PCE Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
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MLF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
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Final Volume:	232 601 405	167 996 0	224 986 38	623 939 164
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OvlAdjVol:	93	-----	-----	-----
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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
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Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
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Lanes:	2.00 3.00 1.00	2.00 3.00 1.00	2.00 3.00 1.00	2.00 3.00 1.00
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Final Sat.:	3200 4800 1600	3200 4800 1600	3200 4800 1600	3200 4800 1600
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Capacity Analysis Module:

Vol/Sat:	0.07 0.13 0.25	0.05 0.21 0.00	0.07 0.21 0.02	0.19 0.20 0.10
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OvlAdjV/S:	0.06	-----	-----	-----
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Crit Moves:	****	****	****	****
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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	2	0	0	0	0

Volume Module:

Base Vol:	349	1533	0	0	220	204	0	0	0	120	902	138
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	1564	0	0	224	208	0	0	0	120	902	138
Added Vol:	0	6	0	0	1	3	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	1570	0	0	225	211	0	0	0	120	902	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	1570	0	0	225	211	0	0	0	120	902	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	1570	0	0	225	211	0	0	0	120	902	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	1570	0	0	225	211	0	0	0	120	902	138

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.47	0.53
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5551	849

Capacity Analysis Module:

Vol/Sat:	0.11	0.33	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.08	0.16	0.16
Crit Moves:	****			****						****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 3 0 0 0 0 4 0 2 0 0 0 0 1 0 3 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 370 671 0 0 742 1007 0 0 0 200 1867 74

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 377 684 0 0 757 1027 0 0 0 200 1867 74

Added Vol: 0 6 0 0 2 5 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 377 690 0 0 759 1032 0 0 0 200 1867 74

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 377 690 0 0 759 1032 0 0 0 200 1867 74

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 377 690 0 0 759 1032 0 0 0 200 1867 74

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 377 690 0 0 759 1032 0 0 0 200 1867 74

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 3.00 0.00 0.00 4.00 2.00 0.00 0.00 0.00 1.00 3.85 0.15

Final Sat.: 3200 4800 0 0 6400 3200 0 0 0 1600 6156 244

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Capacity Analysis Module:

Vol/Sat: 0.12 0.14 0.00 0.00 0.12 0.32 0.00 0.00 0.00 0.13 0.30 0.30

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0	0

Volume Module:

Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	918	155	98	287	0	1186	1623	299	0	0	0
Added Vol:	0	2	0	0	1	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	920	155	98	288	0	1190	1623	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	920	155	98	288	0	1190	1623	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	920	155	98	288	0	1190	1623	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	920	155	98	288	0	1190	1623	299	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.69	2.31	2.00	0.00	0.00	0.00
Final Sat.:	0	6846	1154	1600	4800	0	2707	3693	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.13	0.06	0.06	0.00	0.44	0.44	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:

Base Vol:	0	720	180	201	859	0	417	1004	429	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	734	184	205	876	0	417	1004	429	0	0	0
Added Vol:	0	2	0	0	2	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	736	184	205	878	0	421	1004	429	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	736	184	205	878	0	421	1004	429	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	736	184	205	878	0	421	1004	429	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	736	184	205	878	0	421	1004	429	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.18	2.82	2.00	0.00	0.00	0.00
Final Sat.:	0	6403	1597	1600	4800	0	1891	4509	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.11	0.13	0.18	0.00	0.22	0.22	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	888	0	0	161	95	0	0	0	403	988	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	888	0	0	161	95	0	0	0	403	988	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	888	0	0	161	95	0	0	0	403	988	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	888	0	0	161	95	0	0	0	403	988	237

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.16	3.26	0.58
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1854	5217	929

Capacity Analysis Module:

Vol/Sat:	0.03	0.28	0.00	0.00	0.05	0.03	0.00	0.00	0.00	0.22	0.19	0.26
Crit Moves:	****			****						****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	344	0	0	484	743	0	0	0	392	1187	124
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	346	0	0	486	743	0	0	0	392	1187	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	346	0	0	486	743	0	0	0	392	1187	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	346	0	0	486	743	0	0	0	392	1187	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	346	0	0	486	743	0	0	0	392	1187	124

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.58	2.42	0.00	0.00	0.00	1.00	3.72	0.28
Final Sat.:	3200	3200	0	0	2531	3869	0	0	0	1600	5946	454

Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.25	0.20	0.27
Crit Moves:	****				****							****

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:

Base Vol:	0	333	229	198	379	0	676	867	291	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	229	198	379	0	676	867	291	0	0	0
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	335	229	198	380	0	676	867	291	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	335	229	198	380	0	676	867	291	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	229	198	380	0	676	867	291	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	335	229	198	380	0	676	867	291	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.38	1.62	2.00	2.00	0.00	1.75	2.49	0.75	0.00	0.00	0.00
Final Sat.:	0	3801	2599	3200	3200	0	2804	3990	1206	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.06	0.12	0.00	0.24	0.22	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:

Base Vol:	0	312	300	305	614	0	188	999	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	300	305	614	0	188	999	174	0	0	0
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	314	300	305	616	0	188	999	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	314	300	305	616	0	188	999	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	314	300	305	616	0	188	999	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	314	300	305	616	0	188	999	174	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.05	1.95	2.00	2.00	0.00	1.00	3.56	0.45	0.00	0.00	0.00
Final Sat.:	0	3273	3127	3200	3200	0	1600	5688	712	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.10	0.10	0.19	0.00	0.12	0.18	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	16	534	53	37	335	73	228	303	42	77	287	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	16	534	53	37	335	73	233	309	43	79	293	112
Added Vol:	0	1	3	0	2	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	535	56	37	337	73	233	309	43	79	297	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	535	0	37	337	73	233	309	43	79	297	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	535	0	37	337	73	233	309	43	79	297	112
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	535	0	37	337	73	233	309	43	79	297	112

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	1600	3200	1600	1600	2630	570	1600	3200	1600	1600	2322	878

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.15	0.10	0.03	0.05	0.13	0.13
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	383	122	98	610	224	148	454	50	52	511	65
Added Vol:	0	2	5	0	2	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	385	127	98	612	224	148	454	50	52	515	65
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	385	0	98	612	224	148	454	50	52	515	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	385	0	98	612	224	148	454	50	52	515	65
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	385	0	98	612	224	148	454	50	52	515	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.78	0.23
Final Sat.:	1600	3200	1600	1600	2343	857	1600	3200	1600	1600	2840	360

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.00	0.06	0.26	0.26	0.09	0.14	0.03	0.03	0.18	0.18
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	488	33	56	277	128	79	194	48	43	159	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	488	33	56	277	128	79	194	48	43	159	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	488	33	56	277	128	79	194	48	43	159	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	488	33	56	277	128	79	194	48	43	159	22

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.05	0.01
Crit Moves:	****			****			****				****	

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
Added Vol:	0	7	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	414	55	34	551	133	99	166	26	19	235	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	414	55	34	551	133	99	166	26	19	235	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	414	55	34	551	133	99	166	26	19	235	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	414	55	34	551	133	99	166	26	19	235	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.03	0.02	0.17	0.08	0.06	0.05	0.02	0.01	0.07	0.03
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Bayview Place (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

Volume Module:

Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	101	0	0	0	0	2464	420	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	101	0	0	0	0	2464	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	101	0	0	0	0	2464	420	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.26	0.00	0.00	0.00
Crit Moves:	****						****					

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

Volume Module:

Base Vol:	0	0	433	0	0	0	0	2591	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	433	0	0	0	0	2591	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	433	0	0	0	0	2591	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	433	0	0	0	0	2591	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	433	0	0	0	0	2591	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	433	0	0	0	0	2591	142	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.40	0.09	0.00	0.00	0.00
Crit Moves:	****						****					

\*\*\*\*\*



4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	143	1044	34	286	1732	172	76	112	10	259	423	152
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	147	1075	35	295	1784	177	78	115	10	267	436	157
Added Vol:	0	4	0	0	6	0	0	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1079	35	295	1790	177	78	118	10	267	440	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	147	1079	35	295	1790	177	78	118	0	267	440	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1079	35	295	1790	177	78	118	0	267	440	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	147	1079	35	295	1790	177	78	118	0	267	440	157

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.87	0.13	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6199	201	3200	4368	432	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.17	0.09	0.41	0.41	0.02	0.04	0.00	0.08	0.14	0.10
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	67	1316	139	231	1141	188	226	271	164	157	233	341
Added Vol:	0	7	0	0	6	0	0	5	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1323	139	231	1147	188	226	276	164	157	237	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	67	1323	139	231	1147	188	226	276	0	157	237	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1323	139	231	1147	188	226	276	0	157	237	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	67	1323	139	231	1147	188	226	276	0	157	237	341

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.62	0.38	2.00	2.58	0.42	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5791	609	3200	4123	677	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.23	0.07	0.28	0.28	0.07	0.09	0.00	0.05	0.07	0.21
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	1	1	0	0

Volume Module:

Base Vol:	204	1228	2	7	1551	464	123	8	42	3	6	6
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1265	2	7	1598	478	123	8	42	3	6	6
Added Vol:	0	4	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1269	2	7	1604	478	123	8	42	3	6	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	1269	2	7	1604	0	123	8	0	3	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1269	2	7	1604	0	123	8	0	3	6	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	210	1269	2	7	1604	0	123	8	0	3	6	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
Final Sat.:	1600	4792	8	1600	4800	1600	3005	195	1600	320	640	640

Capacity Analysis Module:

Vol/Sat:	0.13	0.26	0.26	0.00	0.33	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Jamboree Road (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	1	1	0	0	1	0

Volume Module:

Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1224	0	2	1432	94	297	4	100	0	1	0
Added Vol:	0	7	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1231	0	2	1438	94	297	4	100	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	45	1231	0	2	1438	0	297	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1231	0	2	1438	0	297	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	45	1231	0	2	1438	0	297	4	0	0	1	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3157	43	1600	0	1600	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.26	0.00	0.00	0.30	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	846	1509	663	0	570	412	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	863	1539	676	0	581	420	0	0	0	0	0	0
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	863	1545	676	0	585	420	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	863	1545	0	0	585	420	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	863	1545	0	0	585	420	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	863	1545	0	0	585	420	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.33	1.67	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	3726	2674	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.27	0.48	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	689	1142	942	0	1080	612	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	703	1165	961	0	1102	624	0	0	0	0	0	0
Added Vol:	0	6	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	703	1171	961	0	1109	624	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	703	1171	0	0	1109	624	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	703	1171	0	0	1109	624	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	703	1171	0	0	1109	624	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.56	1.44	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4094	2306	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.37	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	4	1	0	0	3	0	1	1	1	0	2	0	0	

Volume Module:

Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1853	41	0	582	0	1199	333	1150	0	0	0
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1859	41	0	586	0	1199	333	1150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1859	41	0	586	0	1199	333	1150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1859	41	0	586	0	1199	333	1150	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1859	41	0	586	0	1199	333	1150	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.89	0.11	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7828	172	0	4800	0	3200	1600	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.24	0.00	0.12	0.00	0.37	0.21	0.36	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing (Year 2011) Plus Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 4 1 0 0 0 3 0 0 1 1 1 0 2 0 0 0 0 0

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Volume Module:

Base Vol: 0 1834 73 0 1080 0 937 1071 1145 0 0 0

Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 1871 74 0 1102 0 937 1071 1145 0 0 0

Added Vol: 0 6 0 0 7 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1877 74 0 1109 0 937 1071 1145 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 1877 74 0 1109 0 937 1071 1145 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1877 74 0 1109 0 937 1071 1145 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1877 74 0 1109 0 937 1071 1145 0 0 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 4.81 0.19 0.00 3.00 0.00 1.40 1.60 2.00 0.00 0.00 0.00

Final Sat.: 0 7695 305 0 4800 0 2240 2560 3200 0 0 0

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.24 0.00 0.23 0.00 0.42 0.42 0.36 0.00 0.00 0.00

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



**Existing + Growth (Year 2013) + Approved Projects**

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ignore							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	991	51	205	877	238	322	583	50	91	194	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	18	0	0	47	0	0	1	0	0	0	0
Initial Fut:	39	1009	51	205	924	238	322	584	50	91	194	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	1009	51	205	924	238	322	584	50	91	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1009	51	205	924	238	322	584	50	91	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	1009	51	205	924	238	322	584	50	91	194	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4419	381	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.16	0.03	0.13	0.14	0.15	0.10	0.13	0.13	0.03	0.04	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	4	0	1	1	2	0	2	1	0	3

Volume Module:

Base Vol:	154	1091	49	45	819	447	324	274	96	98	669	195
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	162	1146	51	47	860	469	340	288	101	103	702	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	55	0	0	26	1	0	0	0	0	0	1
Initial Fut:	162	1201	51	47	886	470	340	288	101	103	702	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	162	1201	51	47	886	470	340	288	101	103	702	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1201	51	47	886	470	340	288	101	103	702	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	162	1201	51	47	886	470	340	288	101	103	702	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.22	0.78	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3555	1245	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.19	0.03	0.03	0.14	0.29	0.11	0.08	0.08	0.03	0.15	0.00
Crit Moves:	****					****	****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	2

Volume Module:

Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	717	102	104	649	183	158	310	73	31	154	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	14	0	0	34	13	3	3	0	0	13	0
Initial Fut:	34	731	102	104	683	196	161	313	73	31	167	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	34	731	102	104	683	196	161	313	73	31	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	731	102	104	683	196	161	313	73	31	167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	731	102	104	683	196	161	313	73	31	167	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.11	0.89	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4973	1427	1600	2560	640	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.06	0.07	0.14	0.14	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	2

Volume Module:

Base Vol:	86	646	25	49	858	149	274	182	53	114	433	170
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	672	26	51	892	155	274	182	53	114	433	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	37	0	0	18	8	18	18	0	0	8	0
Initial Fut:	89	709	26	51	910	163	292	200	53	114	441	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	709	26	51	910	163	292	200	53	114	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	709	26	51	910	163	292	200	53	114	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	709	26	51	910	163	292	200	53	114	441	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.39	0.61	1.60	1.10	0.29	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5428	972	2567	1764	469	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.02	0.03	0.17	0.17	0.11	0.11	0.11	0.07	0.14	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected			Protected			Protected			Protected							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	0	1

Volume Module:

Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1028	682	60	452	170	19	96	28	78	136	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	16	1	0	34	0	0	0	0	1	0	0
Initial Fut:	105	1044	683	60	486	170	19	96	28	79	136	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1044	683	60	486	170	19	96	28	79	136	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1044	683	60	486	170	19	96	28	79	136	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1044	683	60	486	170	19	96	28	79	136	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.43	0.04	0.10	0.11	0.01	0.03	0.02	0.02	0.09	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2

Volume Module:

Base Vol:	48	624	126	29	968	52	138	195	183	665	127	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	649	131	30	1007	54	138	195	183	665	127	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	38	2	0	18	0	0	0	0	0	0	0
Initial Fut:	50	687	133	30	1025	54	138	195	183	665	127	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	687	133	30	1025	54	138	195	183	665	127	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	687	133	30	1025	54	138	195	183	665	127	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	687	133	30	1025	54	138	195	183	665	127	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.14	0.08	0.02	0.21	0.03	0.09	0.06	0.11	0.21	0.08	0.02
Crit Moves:	****			****			****		****	****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	0	1	

Volume Module:

Base Vol:	177	1332	456	66	293	121	410	851	176	364	674	181
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	184	1385	474	69	305	126	426	885	183	379	701	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	10	1	0	33	9	11	37	0	0	66	3
Initial Fut:	185	1395	475	69	338	135	437	922	183	379	767	191
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1395	475	69	338	0	437	922	183	379	767	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1395	475	69	338	0	437	922	183	379	767	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1395	475	69	338	0	437	922	183	379	767	191
OvlAdjVol:	286											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.29	0.30	0.02	0.07	0.00	0.14	0.19	0.11	0.12	0.16	0.12
OvlAdjV/S:	0.18											
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Ovl				Ignore				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	227	578	397	157	965	312	214	967	37	611	921	155
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	236	601	413	163	1004	324	223	1006	38	635	958	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	6	38	1	0	14	7	9	70	0	1	49	1
Initial Fut:	242	639	414	163	1018	331	232	1076	38	636	1007	162
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	639	414	163	1018	0	232	1076	38	636	1007	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	639	414	163	1018	0	232	1076	38	636	1007	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	639	414	163	1018	0	232	1076	38	636	1007	162
OvlAdjVol:	96											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.26	0.05	0.21	0.00	0.07	0.22	0.02	0.20	0.21	0.10
OvlAdjV/S:	0.06											
Crit Moves:	****	****				****				****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.496
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0      0
Lanes:      2      0      3      0      0      0      0      4      0      2      0      0      0      0      0      1      0      3      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      349 1533      0      0 220 204      0      0      0      120 902 138
Growth Adj:  1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  363 1594      0      0 229 212      0      0      0      120 902 138
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:  0      1      0      0      0      0      0      0      0      0      0      8      0
Initial Fut:  363 1595      0      0 229 212      0      0      0      120 910 138
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  363 1595      0      0 229 212      0      0      0      120 910 138
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:  363 1595      0      0 229 212      0      0      0      120 910 138
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  363 1595      0      0 229 212      0      0      0      120 910 138
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 3.00 0.00 0.00 4.00 2.00 0.00 0.00 0.00 1.00 3.47 0.53
Final Sat.:  3200 4800      0      0 6400 3200      0      0      0      1600 5557 843
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.33 0.00 0.00 0.04 0.07 0.00 0.00 0.00 0.08 0.16 0.16
Crit Moves:      ****      ****      ****
*****

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.757
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      2      0      3      0      0      0      0      4      0      2      0      0      0      0      0      1      0      3      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      370      671      0      0      742      1007      0      0      0      200      1867      74
Growth Adj:      1.04      1.04      1.04      1.04      1.04      1.04      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      385      698      0      0      772      1047      0      0      0      200      1867      74
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:      0      0      0      0      0      0      0      0      0      2      39      0
Initial Fut:      385      698      0      0      772      1047      0      0      0      202      1906      74
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      385      698      0      0      772      1047      0      0      0      202      1906      74
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      385      698      0      0      772      1047      0      0      0      202      1906      74
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      385      698      0      0      772      1047      0      0      0      202      1906      74
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      2.00      3.00      0.00      0.00      4.00      2.00      0.00      0.00      0.00      1.00      3.85      0.15
Final Sat.:      3200      4800      0      0      6400      3200      0      0      0      1600      6161      239
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.12      0.15      0.00      0.00      0.12      0.33      0.00      0.00      0.00      0.13      0.31      0.31
Crit Moves:      ****              ****              ****
*****

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	158	100	292	0	1186	1623	299	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	26	0	0	0	0
Initial Fut:	0	938	158	100	292	0	1186	1649	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	938	158	100	292	0	1186	1649	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	938	158	100	292	0	1186	1649	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	938	158	100	292	0	1186	1649	299	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.67	2.33	2.00	0.00	0.00	0.00
Final Sat.:	0	6846	1154	1600	4800	0	2677	3723	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.14	0.06	0.06	0.00	0.44	0.44	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	720	180	201	859	0	417	1004	429	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	749	187	209	893	0	417	1004	429	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	0	2	0	0	17	1	0	0	0
Initial Fut:	0	750	187	209	895	0	417	1021	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	750	187	209	895	0	417	1021	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	750	187	209	895	0	417	1021	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	750	187	209	895	0	417	1021	430	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.16	2.84	2.00	0.00	0.00	0.00
Final Sat.:	0	6402	1598	1600	4800	0	1856	4544	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.12	0.12	0.13	0.19	0.00	0.22	0.22	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Birch Street (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	6	6	0	0	25	0	0	0	0	50	1	0
Initial Fut:	114	892	0	0	185	95	0	0	0	453	989	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	892	0	0	185	95	0	0	0	453	989	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	892	0	0	185	95	0	0	0	453	989	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	892	0	0	185	95	0	0	0	453	989	237

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.26	3.16	0.58
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	2011	5062	928

Capacity Analysis Module:

Vol/Sat:	0.04	0.28	0.00	0.00	0.06	0.03	0.00	0.00	0.00	0.23	0.20	0.26
Crit Moves:	****			****								****

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #7 Birch Street (NS) at Bristol Street North (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.541
Loss Time (sec):      0 (Y+R=0.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:              A
*****
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R            L - T - R            L - T - R            L - T - R
-----|-----|-----|-----|
Control:               Protected            Protected            Protected            Protected
Rights:                Include              Include              Include              Include
Min. Green:            0    0    0            0    0    0            0    0    0            0    0    0
Lanes:                 2    0    2    0    0      0    0    1    1    2      0    0    0    0    0      1    1    2    1    0
-----|-----|-----|-----|
Volume Module:
Base Vol:              198    344    0            0    484    743            0    0    0            392    1187    124
Growth Adj:            1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00
Initial Bse:           198    344    0            0    484    743            0    0    0            392    1187    124
Added Vol:              0    0    0            0    0    0            0    0    0            0    0    0
PasserByVol:           37    37    0            0    15    0            0    0    0            31    4    0
Initial Fut:           235    381    0            0    499    743            0    0    0            423    1191    124
User Adj:              1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00
PHF Adj:               1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00
PHF Volume:            235    381    0            0    499    743            0    0    0            423    1191    124
Reduct Vol:            0    0    0            0    0    0            0    0    0            0    0    0
Reduced Vol:           235    381    0            0    499    743            0    0    0            423    1191    124
PCE Adj:               1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00
MLF Adj:               1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00
FinalVolume:           235    381    0            0    499    743            0    0    0            423    1191    124
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1600    1600    1600        1600    1600    1600        1600    1600    1600        1600    1600    1600
Adjustment:            1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00        1.00    1.00    1.00
Lanes:                 2.00    2.00    0.00        0.00    1.61    2.39        0.00    0.00    0.00        1.05    3.67    0.28
Final Sat.:            3200    3200    0            0    2571    3829        0    0    0            1677    5870    453
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.07    0.12    0.00        0.00    0.19    0.19        0.00    0.00    0.00        0.25    0.20    0.27
Crit Moves:           ****                      ****                      ****
*****

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Birch Street (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
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	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
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	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
--	---	---	---	---	---	---	---	---	---	---	---	---	---

	0	0	2	1	1	2	0	2	0	0	1	1	2
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	0	0	2	1	1	2	0	2	0	0	1	1	2
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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Birch Street (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2
	1	0					1	0			0	0	

Volume Module:

Base Vol:	0	312	300	305	614	0	188	999	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	300	305	614	0	188	999	174	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	73	77	0	46	0	0	7	15	0	0	0
Initial Fut:	0	385	377	305	660	0	188	1006	189	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	385	377	305	660	0	188	1006	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	377	305	660	0	188	1006	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	385	377	305	660	0	188	1006	189	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.02	1.98	2.00	2.00	0.00	1.00	3.53	0.47	0.00	0.00	0.00
Final Sat.:	0	3234	3166	3200	3200	0	1600	5641	759	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.10	0.21	0.00	0.12	0.18	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.467
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      2      0      1      1      0      1      1      0      1      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      16      534      53      37      335      73      228      303      42      77      287      110
Growth Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.04      1.04      1.04      1.04      1.04      1.04
Initial Bse:      16      534      53      37      335      73      237      315      44      80      298      114
Added Vol:      0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:      0      0      0      0      1      0      0      0      0      0      0      0
Initial Fut:      16      534      53      37      336      73      237      315      44      80      298      114
User Adj:      1.00      1.00      0.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      0.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      16      534      0      37      336      73      237      315      44      80      298      114
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      16      534      0      37      336      73      237      315      44      80      298      114
PCE Adj:      1.00      1.00      0.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      0.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      16      534      0      37      336      73      237      315      44      80      298      114
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      2.00      1.00      1.00      1.64      0.36      1.00      2.00      1.00      1.00      1.45      0.55
Final Sat.:      1600      3200      1600      1600      2629      571      1600      3200      1600      1600      2313      887
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.01      0.17      0.00      0.02      0.13      0.13      0.15      0.10      0.03      0.05      0.13      0.13
Crit Moves:      ****      ****      ****      ****
*****

```

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	47	383	122	98	610	224	151	463	51	53	521	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	385	122	98	610	224	151	463	51	53	521	67
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	385	0	98	610	224	151	463	51	53	521	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	385	0	98	610	224	151	463	51	53	521	67
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	385	0	98	610	224	151	463	51	53	521	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	1600	2341	859	1600	3200	1600	1600	2838	362

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.00	0.06	0.26	0.26	0.09	0.14	0.03	0.03	0.18	0.18
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	0	1	0	0	3	0	0	13	0
Initial Fut:	30	485	33	56	276	128	79	197	48	43	172	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	485	33	56	276	128	79	197	48	43	172	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	485	33	56	276	128	79	197	48	43	172	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	485	33	56	276	128	79	197	48	43	172	22

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.05	0.01
Crit Moves:	****			****			****				****	

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	18	0	0	8	0
Initial Fut:	71	409	55	34	549	133	99	184	26	19	243	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	409	55	34	549	133	99	184	26	19	243	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	409	55	34	549	133	99	184	26	19	243	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	409	55	34	549	133	99	184	26	19	243	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.03	0.02	0.17	0.08	0.06	0.06	0.02	0.01	0.08	0.03
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Bayview Place (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

Volume Module:

Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	2	0	0	0	0	50	1	0	0	0
Initial Fut:	0	0	103	0	0	0	0	2514	421	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	103	0	0	0	0	2514	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	103	0	0	0	0	2514	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	103	0	0	0	0	2514	421	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.26	0.00	0.00	0.00
Crit Moves:	****			****								

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #11 Bayview Place (NS) at Bristol Street South (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.551
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      0 0 0 0 2      0 0 0 0 0      0 0 4 0 1      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 433      0 0 0      0 2591 142      0 0 0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 0 433      0 0 0      0 2591 142      0 0 0
Added Vol:    0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:  0 0 23      0 0 0      0 26 0      0 0 0
Initial Fut:  0 0 456      0 0 0      0 2617 142      0 0 0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 0 456      0 0 0      0 2617 142      0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  0 0 456      0 0 0      0 2617 142      0 0 0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  0 0 456      0 0 0      0 2617 142      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.00 0.00 2.00  0.00 0.00 0.00  0.00 4.00 1.00  0.00 0.00 0.00
Final Sat.:   0 0 3200      0 0 0      0 6400 1600      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.14  0.00 0.00 0.00  0.00 0.41 0.09  0.00 0.00 0.00
Crit Moves:      ****                      ****
*****

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Jamboree Road (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	143	1044	34	286	1732	172	76	112	10	259	423	152
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	150	1096	36	300	1819	181	80	118	11	272	444	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	29	0	0	69	0	0	0	1	1	0	0
Initial Fut:	150	1125	36	300	1888	181	80	118	12	273	444	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	1125	36	300	1888	181	80	118	0	273	444	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1125	36	300	1888	181	80	118	0	273	444	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	1125	36	300	1888	181	80	118	0	273	444	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.88	0.12	2.00	2.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6203	197	3200	4381	419	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.18	0.09	0.43	0.43	0.02	0.04	0.00	0.09	0.14	0.10
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Jamboree Road (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1

Volume Module:

Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	68	1342	142	235	1163	192	230	276	167	160	237	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	68	1	0	41	0	0	0	0	1	1	0
Initial Fut:	68	1410	143	235	1204	192	230	276	167	161	238	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	1410	143	235	1204	192	230	276	0	161	238	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1410	143	235	1204	192	230	276	0	161	238	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	1410	143	235	1204	192	230	276	0	161	238	348

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.63	0.37	2.00	2.59	0.41	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5812	588	3200	4140	660	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.24	0.24	0.07	0.29	0.29	0.07	0.09	0.00	0.05	0.07	0.22
Crit Moves:	****			****			****					****

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Ignore					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	204	1228		2	7	1551	464	123	8	42	3	6	6
Growth Adj:	1.05	1.05	1.05		1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1289		2	7	1629	487	123	8	42	3	6	6
Added Vol:	0	0		0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	30		0	0	69	1	0	0	0	0	0	0
Initial Fut:	214	1319		2	7	1698	488	123	8	42	3	6	6
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	214	1319		2	7	1698	0	123	8	0	3	6	6
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1319		2	7	1698	0	123	8	0	3	6	6
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	214	1319		2	7	1698	0	123	8	0	3	6	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600		1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00		1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
Final Sat.:	1600	4792		8	1600	4800	1600	3005	195	1600	320	640	640

Capacity Analysis Module:

Vol/Sat:	0.13	0.28	0.28		0.00	0.35	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****				****			****			****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Jamboree Road (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	1	1	0	0

Volume Module:

Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1247	0	2	1460	96	297	4	100	0	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	68	0	0	41	0	0	0	1	0	0	0
Initial Fut:	46	1315	0	2	1501	96	297	4	101	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	46	1315	0	2	1501	0	297	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1315	0	2	1501	0	297	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	46	1315	0	2	1501	0	297	4	0	0	1	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3157	43	1600	0	1600	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.27	0.00	0.00	0.31	0.00	0.09	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.459
Loss Time (sec):      0 (Y+R=0.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:              A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Ignore      Include      Include      Include
Min. Green:      0 0 0      0 0 0      0 0 0      0 0 0
Lanes:      2 0 1 1 1      0 0 2 1 1      0 0 0 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      846 1509 663      0 570 412      0 0 0      0 0 0
Growth Adj:  1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  880 1569 690      0 593 428      0 0 0      0 0 0
Added Vol:      0 0 0      0 0 0      0 0 0      0 0 0
PasserByVol:  29 43 21      0 86 13      0 0 0      0 0 0
Initial Fut:  909 1612 711      0 679 441      0 0 0      0 0 0
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  909 1612 0      0 679 441      0 0 0      0 0 0
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:  909 1612 0      0 679 441      0 0 0      0 0 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  909 1612 0      0 679 441      0 0 0      0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 2.00 1.00 0.00 2.42 1.58 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:  3200 3200 1600      0 3878 2522      0 0 0      0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.28 0.44 0.00 0.00 0.18 0.18 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:  ****              ****
*****

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	689	1142	942	0	1080	612	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	1188	980	0	1123	636	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	22	103	57	0	57	8	0	0	0	0	0	0
Initial Fut:	739	1291	1037	0	1180	644	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	739	1291	0	0	1180	644	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	739	1291	0	0	1180	644	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	739	1291	0	0	1180	644	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.59	1.41	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4140	2260	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.23	0.40	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	4	1	0	0	0	3	0	0	1	1	1	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1890	42	0	594	0	1199	333	1150	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	111	0	0	87	0	5	4	111	0	0	0
Initial Fut:	0	2001	42	0	681	0	1204	337	1261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2001	42	0	681	0	1204	337	1261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2001	42	0	681	0	1204	337	1261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2001	42	0	681	0	1204	337	1261	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7837	163	0	4800	0	3200	1600	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.26	0.00	0.14	0.00	0.38	0.21	0.39	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.701
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      0      0      4      1      0      0      0      3      0      0      1      1      1      0      2      0      0      0      0      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 1834      73      0 1080      0      937 1071 1145      0      0      0
Growth Adj:  1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0 1907      76      0 1123      0      937 1071 1145      0      0      0
Added Vol:    0      0      0      0      0      0      0      0      0      0      0      0
PasserByVol:  0 177      0      0 57      0      37 24 117      0      0      0
Initial Fut:  0 2084      76      0 1180      0      974 1095 1262      0      0      0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 2084      76      0 1180      0      974 1095 1262      0      0      0
Reduct Vol:   0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:  0 2084      76      0 1180      0      974 1095 1262      0      0      0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 2084      76      0 1180      0      974 1095 1262      0      0      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 4.82 0.18 0.00 3.00 0.00 1.41 1.59 2.00 0.00 0.00 0.00
Final Sat.:   0 7719      281      0 4800      0      2260 2540 3200      0      0      0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.27 0.27 0.00 0.25 0.00 0.43 0.43 0.39 0.00 0.00 0.00
Crit Moves:      ****          ****          ****
*****

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**Existing + Growth (Year 2013) + Approved Projects + Project**



4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ignore							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	991	51	205	877	238	322	583	50	91	194	61
Added Vol:	0	3	0	0	4	0	0	0	0	4	0	0
PasserByVol:	0	18	0	0	47	0	0	1	0	0	0	0
Initial Fut:	39	1012	51	205	928	238	322	584	50	95	194	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	1012	51	205	928	238	322	584	50	95	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1012	51	205	928	238	322	584	50	95	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	1012	51	205	928	238	322	584	50	95	194	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4419	381	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.16	0.03	0.13	0.14	0.15	0.10	0.13	0.13	0.03	0.04	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Ignore				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	154	1091	49	45	819	447	324	274	96	98	669	195
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	162	1146	51	47	860	469	340	288	101	103	702	205
Added Vol:	0	4	0	0	2	0	0	0	0	2	0	0
PasserByVol:	0	55	0	0	26	1	0	0	0	0	0	1
Initial Fut:	162	1205	51	47	888	470	340	288	101	105	702	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	162	1205	51	47	888	470	340	288	101	105	702	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1205	51	47	888	470	340	288	101	105	702	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	162	1205	51	47	888	470	340	288	101	105	702	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.22	0.78	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3555	1245	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.19	0.03	0.03	0.14	0.29	0.11	0.08	0.08	0.03	0.15	0.00
Crit Moves:	****					****	****				****	

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Ignore				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	717	102	104	649	183	158	310	73	31	154	53
Added Vol:	0	3	0	0	8	0	0	0	0	0	0	0
PasserByVol:	1	14	0	0	34	13	3	3	0	0	13	0
Initial Fut:	34	734	102	104	691	196	161	313	73	31	167	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	34	734	102	104	691	196	161	313	73	31	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	734	102	104	691	196	161	313	73	31	167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	734	102	104	691	196	161	313	73	31	167	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.12	0.88	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4986	1414	1600	2560	640	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.06	0.07	0.14	0.14	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	86	646	25	49	858	149	274	182	53	114	433	170
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	672	26	51	892	155	274	182	53	114	433	170
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	37	0	0	18	8	18	18	0	0	8	0
Initial Fut:	89	713	26	51	914	163	292	200	53	114	441	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	713	26	51	914	163	292	200	53	114	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	713	26	51	914	163	292	200	53	114	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	89	713	26	51	914	163	292	200	53	114	441	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.39	0.61	1.60	1.10	0.29	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5432	968	2567	1764	469	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.15	0.02	0.03	0.17	0.17	0.11	0.11	0.11	0.07	0.14	0.00
Crit Moves:	****				****		****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	2	0	1	0	1

Volume Module:

Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1028	682	60	452	170	19	96	28	78	136	12
Added Vol:	0	21	0	7	15	0	0	0	0	0	2	0
PasserByVol:	0	16	1	0	34	0	0	0	0	1	0	0
Initial Fut:	105	1065	683	67	501	170	19	96	28	79	138	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1065	683	67	501	170	19	96	28	79	138	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1065	683	67	501	170	19	96	28	79	138	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1065	683	67	501	170	19	96	28	79	138	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.43	0.04	0.10	0.11	0.01	0.03	0.02	0.02	0.09	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	0	3	0	1	0	2	0	2	0	1	

Volume Module:

Base Vol:	48	624	126	29	968	52	138	195	183	665	127	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	649	131	30	1007	54	138	195	183	665	127	38
Added Vol:	0	10	0	9	20	0	0	0	0	0	1	0
PasserByVol:	0	38	2	0	18	0	0	0	0	0	0	0
Initial Fut:	50	697	133	39	1045	54	138	195	183	665	128	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	697	133	39	1045	54	138	195	183	665	128	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	697	133	39	1045	54	138	195	183	665	128	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	697	133	39	1045	54	138	195	183	665	128	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.15	0.08	0.02	0.22	0.03	0.09	0.06	0.11	0.21	0.08	0.02
Crit Moves:	****			****			****		****	****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Ignore					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	177	1332	456	66	293	121	410	851	176	364	674	181
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	184	1385	474	69	305	126	426	885	183	379	701	188
Added Vol:	0	10	0	4	7	4	6	0	0	0	0	6
PasserByVol:	1	10	1	0	33	9	11	37	0	0	66	3
Initial Fut:	185	1405	475	73	345	139	443	922	183	379	767	197
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1405	475	73	345	0	443	922	183	379	767	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1405	475	73	345	0	443	922	183	379	767	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	1405	475	73	345	0	443	922	183	379	767	197
OvlAdjVol:	286											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.29	0.30	0.02	0.07	0.00	0.14	0.19	0.11	0.12	0.16	0.12
OvlAdjV/S:	0.18											
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Ignore					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	227	578	397	157	965	312	214	967	37	611	921	155
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	236	601	413	163	1004	324	223	1006	38	635	958	161
Added Vol:	0	5	0	5	9	5	3	0	0	0	0	3
PasserByVol:	6	38	1	0	14	7	9	70	0	1	49	1
Initial Fut:	242	644	414	168	1027	336	235	1076	38	636	1007	165
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	644	414	168	1027	0	235	1076	38	636	1007	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	644	414	168	1027	0	235	1076	38	636	1007	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	644	414	168	1027	0	235	1076	38	636	1007	165
OvlAdjVol:	96											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.26	0.05	0.21	0.00	0.07	0.22	0.02	0.20	0.21	0.10
OvlAdjV/S:	0.06											

Crit Moves: \*\*\*\*

\*\*\*\*\*



4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	4	0	0	0	0	0	1	0	3	

Volume Module:

Base Vol:	349	1533	0	0	220	204	0	0	0	120	902	138
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	1594	0	0	229	212	0	0	0	120	902	138
Added Vol:	0	6	0	0	1	3	0	0	0	0	0	0
PasserByVol:	0	1	0	0	0	0	0	0	0	0	8	0
Initial Fut:	363	1601	0	0	230	215	0	0	0	120	910	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	1601	0	0	230	215	0	0	0	120	910	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	1601	0	0	230	215	0	0	0	120	910	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	1601	0	0	230	215	0	0	0	120	910	138

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.47	0.53
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5557	843

Capacity Analysis Module:

Vol/Sat:	0.11	0.33	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.08	0.16	0.16
Crit Moves:	****			****						****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	0	0	0	0	4	0	2	0	0	0	0	0	1	0	3	1	0

Volume Module:

Base Vol:	370	671	0	0	742	1007	0	0	0	200	1867	74
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	698	0	0	772	1047	0	0	0	200	1867	74
Added Vol:	0	3	0	0	2	4	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	2	39	0
Initial Fut:	385	701	0	0	774	1051	0	0	0	202	1906	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	701	0	0	774	1051	0	0	0	202	1906	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	701	0	0	774	1051	0	0	0	202	1906	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	385	701	0	0	774	1051	0	0	0	202	1906	74

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.85	0.15
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6161	239

Capacity Analysis Module:

Vol/Sat:	0.12	0.15	0.00	0.00	0.12	0.33	0.00	0.00	0.00	0.13	0.31	0.31
Crit Moves:	****					****				****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	3	1	1	2	0	0	0

\*\*\*\*\*

Volume Module:

Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	158	100	292	0	1186	1623	299	0	0	0
Added Vol:	0	2	0	0	1	0	4	0	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	26	0	0	0	0
Initial Fut:	0	940	158	100	293	0	1190	1649	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	940	158	100	293	0	1190	1649	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	158	100	293	0	1190	1649	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	940	158	100	293	0	1190	1649	299	0	0	0

\*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.68	2.32	2.00	0.00	0.00	0.00
Final Sat.:	0	6848	1152	1600	4800	0	2683	3717	3200	0	0	0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.14	0.06	0.06	0.00	0.44	0.44	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	720	180	201	859	0	417	1004	429	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	749	187	209	893	0	417	1004	429	0	0	0
Added Vol:	0	1	0	0	2	0	2	0	0	0	0	0
PasserByVol:	0	1	0	0	2	0	0	17	1	0	0	0
Initial Fut:	0	751	187	209	897	0	419	1021	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	751	187	209	897	0	419	1021	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	751	187	209	897	0	419	1021	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	751	187	209	897	0	419	1021	430	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.16	2.84	2.00	0.00	0.00	0.00
Final Sat.:	0	6403	1597	1600	4800	0	1862	4538	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.13	0.19	0.00	0.23	0.22	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Birch Street (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Protected				Protected				Protected				Protected								
Rights:	Include				Include				Include				Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0	

Volume Module:

Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	6	6	0	0	25	0	0	0	0	50	1	0
Initial Fut:	114	894	0	0	186	95	0	0	0	453	989	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	894	0	0	186	95	0	0	0	453	989	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	894	0	0	186	95	0	0	0	453	989	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	894	0	0	186	95	0	0	0	453	989	237

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.26	3.16	0.58
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	2011	5062	928

Capacity Analysis Module:

Vol/Sat:	0.04	0.28	0.00	0.00	0.06	0.03	0.00	0.00	0.00	0.23	0.20	0.26
Crit Moves:	****			****						****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	344	0	0	484	743	0	0	0	392	1187	124
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	37	37	0	0	15	0	0	0	0	31	4	0
Initial Fut:	235	382	0	0	501	743	0	0	0	423	1191	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	382	0	0	501	743	0	0	0	423	1191	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	382	0	0	501	743	0	0	0	423	1191	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	382	0	0	501	743	0	0	0	423	1191	124

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.05	3.67	0.28
Final Sat.:	3200	3200	0	0	2577	3823	0	0	0	1677	5870	453

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.25	0.20	0.27
Crit Moves:	****				****							****

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Birch Street (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:

Base Vol:	0	333	229	198	379	0	676	867	291	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	229	198	379	0	676	867	291	0	0	0
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	13	14	0	75	0	0	2	25	0	0	0
Initial Fut:	0	348	243	198	455	0	676	869	316	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	348	243	198	455	0	676	869	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	348	243	198	455	0	676	869	316	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	348	243	198	455	0	676	869	316	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.36	1.64	2.00	2.00	0.00	1.75	2.45	0.80	0.00	0.00	0.00
Final Sat.:	0	3769	2631	3200	3200	0	2800	3920	1280	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.06	0.14	0.00	0.24	0.22	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:

Base Vol:	0	312	300	305	614	0	188	999	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	300	305	614	0	188	999	174	0	0	0
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	73	77	0	46	0	0	7	15	0	0	0
Initial Fut:	0	386	377	305	662	0	188	1006	189	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	386	377	305	662	0	188	1006	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	386	377	305	662	0	188	1006	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	386	377	305	662	0	188	1006	189	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.02	1.98	2.00	2.00	0.00	1.00	3.53	0.47	0.00	0.00	0.00
Final Sat.:	0	3238	3162	3200	3200	0	1600	5641	759	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.10	0.21	0.00	0.12	0.18	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	16	534	53	37	335	73	228	303	42	77	287	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	534	53	37	335	73	237	315	44	80	298	114
Added Vol:	0	1	3	0	2	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	16	535	56	37	338	73	237	315	44	80	302	114
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	535	0	37	338	73	237	315	44	80	302	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	535	0	37	338	73	237	315	44	80	302	114
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	535	0	37	338	73	237	315	44	80	302	114

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	1600	3200	1600	1600	2632	568	1600	3200	1600	1600	2322	878

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.15	0.10	0.03	0.05	0.13	0.13
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ignore					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	47	383	122	98	610	224	151	463	51	53	521	67
Added Vol:	0	2	4	0	1	0	0	0	0	0	2	0
PasserByVol:	0	2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	387	126	98	611	224	151	463	51	53	523	67
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	387	0	98	611	224	151	463	51	53	523	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	387	0	98	611	224	151	463	51	53	523	67
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	387	0	98	611	224	151	463	51	53	523	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	1600	2342	858	1600	3200	1600	1600	2839	361

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.00	0.06	0.26	0.26	0.09	0.14	0.03	0.03	0.18	0.18
Crit Moves:	****			****			****					****

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
Added Vol:	0	4	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	1	0	0	1	0	0	3	0	0	13	0
Initial Fut:	30	489	33	56	278	128	79	197	48	43	172	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	489	33	56	278	128	79	197	48	43	172	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	489	33	56	278	128	79	197	48	43	172	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	489	33	56	278	128	79	197	48	43	172	22

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.05	0.01
Crit Moves:	****			****			****				****	

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
Added Vol:	0	5	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	18	0	0	8	0
Initial Fut:	71	414	55	34	550	133	99	184	26	19	243	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	414	55	34	550	133	99	184	26	19	243	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	414	55	34	550	133	99	184	26	19	243	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	414	55	34	550	133	99	184	26	19	243	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.03	0.02	0.17	0.08	0.06	0.06	0.02	0.01	0.08	0.03
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Bayview Place (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

Volume Module:

Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	2	0	0	0	0	50	1	0	0	0
Initial Fut:	0	0	103	0	0	0	0	2514	421	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	103	0	0	0	0	2514	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	103	0	0	0	0	2514	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	103	0	0	0	0	2514	421	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.26	0.00	0.00	0.00
Crit Moves:	****						****					

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Bayview Place (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

Volume Module:

Base Vol:	0	0	433	0	0	0	0	2591	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	433	0	0	0	0	2591	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	23	0	0	0	0	26	0	0	0	0
Initial Fut:	0	0	456	0	0	0	0	2617	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	456	0	0	0	0	2617	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	456	0	0	0	0	2617	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	456	0	0	0	0	2617	142	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.41	0.09	0.00	0.00	0.00
Crit Moves:	****						****					

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	143	1044	34	286	1732	172	76	112	10	259	423	152
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	150	1096	36	300	1819	181	80	118	11	272	444	160
Added Vol:	0	4	0	0	6	0	0	3	0	0	4	0
PasserByVol:	0	29	0	0	69	0	0	0	1	1	0	0
Initial Fut:	150	1129	36	300	1894	181	80	121	12	273	448	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	1129	36	300	1894	181	80	121	0	273	448	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1129	36	300	1894	181	80	121	0	273	448	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	1129	36	300	1894	181	80	121	0	273	448	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.88	0.12	2.00	2.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6204	196	3200	4382	418	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.18	0.09	0.43	0.43	0.02	0.04	0.00	0.09	0.14	0.10
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	68	1342	142	235	1163	192	230	276	167	160	237	348
Added Vol:	0	5	0	0	3	0	0	4	0	0	2	0
PasserByVol:	0	68	1	0	41	0	0	0	0	1	1	0
Initial Fut:	68	1415	143	235	1207	192	230	280	167	161	240	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	1415	143	235	1207	192	230	280	0	161	240	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1415	143	235	1207	192	230	280	0	161	240	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	1415	143	235	1207	192	230	280	0	161	240	348

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.63	0.37	2.00	2.59	0.41	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5813	587	3200	4141	659	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.24	0.24	0.07	0.29	0.29	0.07	0.09	0.00	0.05	0.08	0.22
Crit Moves:	****			****			****			****		

\*\*\*\*\*



4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Ignore					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	204	1228	2	7	1551	464	123	8	42	3	6	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1289	2	7	1629	487	123	8	42	3	6	6
Added Vol:	0	4	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	30	0	0	69	1	0	0	0	0	0	0
Initial Fut:	214	1323	2	7	1704	488	123	8	42	3	6	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	214	1323	2	7	1704	0	123	8	0	3	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1323	2	7	1704	0	123	8	0	3	6	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	214	1323	2	7	1704	0	123	8	0	3	6	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
Final Sat.:	1600	4792	8	1600	4800	1600	3005	195	1600	320	640	640

Capacity Analysis Module:

Vol/Sat:	0.13	0.28	0.28	0.00	0.35	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

```

Cycle (sec):          100          Critical Vol./Cap.(X):          0.437
Loss Time (sec):      0 (Y+R=0.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:              A

```

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L - T - R					L - T - R					L - T - R					L - T - R				
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Ignore					Ignore					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	1	0	1	0	3	0	1	1	1	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1247	0	2	1460	96	297	4	100	0	1	0
Added Vol:	0	5	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	68	0	0	41	0	0	0	1	0	0	0
Initial Fut:	46	1320	0	2	1504	96	297	4	101	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	46	1320	0	2	1504	0	297	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1320	0	2	1504	0	297	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	46	1320	0	2	1504	0	297	4	0	0	1	0

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3157	43	1600	0	1600	0

```
Capacity Analysis Module:
Vol/Sat:      0.03 0.28 0.00 0.00 0.31 0.00 0.09 0.09 0.00 0.00 0.00 0.00
Crit Moves:   ****                ****          ****                ****
```

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	1	1	1	0	0	2	1	1	0	0	0

Volume Module:

Base Vol:	846	1509	663	0	570	412	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	880	1569	690	0	593	428	0	0	0	0	0	0
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	29	43	21	0	86	13	0	0	0	0	0	0
Initial Fut:	909	1618	711	0	683	441	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	909	1618	0	0	683	441	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	909	1618	0	0	683	441	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	909	1618	0	0	683	441	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.43	1.57	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	3887	2513	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.51	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	689	1142	942	0	1080	612	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	1188	980	0	1123	636	0	0	0	0	0	0
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	22	103	57	0	57	8	0	0	0	0	0	0
Initial Fut:	739	1294	1037	0	1185	644	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	739	1294	0	0	1185	644	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	739	1294	0	0	1185	644	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	739	1294	0	0	1185	644	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.59	1.41	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4146	2254	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.23	0.40	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	3	0	0	0

Volume Module:

Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1890	42	0	594	0	1199	333	1150	0	0	0
Added Vol:	0	6	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	111	0	0	87	0	5	4	111	0	0	0
Initial Fut:	0	2007	42	0	685	0	1204	337	1261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2007	42	0	685	0	1204	337	1261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2007	42	0	685	0	1204	337	1261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2007	42	0	685	0	1204	337	1261	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7838	162	0	4800	0	3200	1600	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.26	0.00	0.14	0.00	0.38	0.21	0.39	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing + Growth (Year 2013) + Approved Projects + Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	3	0	0	1	1	1	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	1834	73	0	1080	0	937	1071	1145	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	76	0	1123	0	937	1071	1145	0	0	0
Added Vol:	0	3	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	177	0	0	57	0	37	24	117	0	0	0
Initial Fut:	0	2087	76	0	1185	0	974	1095	1262	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2087	76	0	1185	0	974	1095	1262	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2087	76	0	1185	0	974	1095	1262	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2087	76	0	1185	0	974	1095	1262	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.82	0.18	0.00	3.00	0.00	1.41	1.59	2.00	0.00	0.00	0.00
Final Sat.:	0	7719	281	0	4800	0	2260	2540	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.00	0.25	0.00	0.43	0.43	0.39	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

**Existing + Growth (Year 2013) + Approved Projects**  
**+ Cumulative Projects**

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	991	51	205	877	238	322	583	50	91	194	61
Added Vol:	0	111	0	0	25	3	1	29	0	0	12	17
PasserByVol:	0	18	0	0	47	0	0	1	0	0	0	0
Initial Fut:	39	1120	51	205	949	241	323	613	50	91	206	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	1120	51	205	949	241	323	613	50	91	206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1120	51	205	949	241	323	613	50	91	206	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	1120	51	205	949	241	323	613	50	91	206	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.77	0.23	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4435	365	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.03	0.13	0.15	0.15	0.10	0.14	0.14	0.03	0.04	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*



4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	154	1091	49	45	819	447	324	274	96	98	669	195
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	162	1146	51	47	860	469	340	288	101	103	702	205
Added Vol:	0	50	0	16	109	4	5	22	0	0	33	0
PasserByVol:	0	55	0	0	26	1	0	0	0	0	0	1
Initial Fut:	162	1251	51	63	995	474	345	310	101	103	735	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	162	1251	51	63	995	474	345	310	101	103	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1251	51	63	995	474	345	310	101	103	735	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	162	1251	51	63	995	474	345	310	101	103	735	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3621	1179	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.20	0.03	0.04	0.16	0.30	0.11	0.09	0.09	0.03	0.15	0.00
Crit Moves:	****					****	****				****	

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Ignore				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	717	102	104	649	183	158	310	73	31	154	53
Added Vol:	17	94	0	0	25	0	0	0	3	0	0	17
PasserByVol:	1	14	0	0	34	13	3	3	0	0	13	0
Initial Fut:	51	825	102	104	708	196	161	313	76	31	167	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	51	825	102	104	708	196	161	313	76	31	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	825	102	104	708	196	161	313	76	31	167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	51	825	102	104	708	196	161	313	76	31	167	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.13	0.87	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5012	1388	1600	2533	667	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.06	0.07	0.14	0.14	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.495
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Ignore
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      1      0      3      0      1      1      0      3      1      0      1      1      0      1      0      1      0      2      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      86      646      25      49      858      149      274      182      53      114      433      170
Growth Adj:      1.04      1.04      1.04      1.04      1.04      1.04      1.00      1.00      1.00      1.00      1.00      1.00
Initial Bse:      89      672      26      51      892      155      274      182      53      114      433      170
Added Vol:      3      50      0      16      93      0      0      0      16      0      0      0
PasserByVol:      0      37      0      0      18      8      18      18      0      0      8      0
Initial Fut:      92      759      26      67      1003      163      292      200      69      114      441      170
User Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      0.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      0.00
PHF Volume:      92      759      26      67      1003      163      292      200      69      114      441      0
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      92      759      26      67      1003      163      292      200      69      114      441      0
PCE Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      0.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      0.00
FinalVolume:      92      759      26      67      1003      163      292      200      69      114      441      0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      1.00      3.00      1.00      1.00      3.44      0.56      1.56      1.07      0.37      1.00      2.00      1.00
Final Sat.:      1600      4800      1600      1600      5506      894      2498      1711      590      1600      3200      1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06      0.16      0.02      0.04      0.18      0.18      0.12      0.12      0.12      0.07      0.14      0.00
Crit Moves:      ****          ****          ****          ****
*****

```

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	2	0	1	0	1

Volume Module:

Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1028	682	60	452	170	19	96	28	78	136	12
Added Vol:	17	110	6	6	22	0	0	0	0	1	0	1
PasserByVol:	0	16	1	0	34	0	0	0	0	1	0	0
Initial Fut:	122	1154	689	66	508	170	19	96	28	80	136	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1154	689	66	508	170	19	96	28	80	136	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1154	689	66	508	170	19	96	28	80	136	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1154	689	66	508	170	19	96	28	80	136	13

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.43	0.04	0.11	0.11	0.01	0.03	0.02	0.03	0.09	0.01
Crit Moves:			****	****			****			****		

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	2	0	1	0	1

Volume Module:

Base Vol:	48	624	126	29	968	52	138	195	183	665	127	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	649	131	30	1007	54	138	195	183	665	127	38
Added Vol:	0	47	1	1	108	0	0	0	16	5	0	6
PasserByVol:	0	38	2	0	18	0	0	0	0	0	0	0
Initial Fut:	50	734	134	31	1133	54	138	195	199	670	127	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	734	134	31	1133	54	138	195	199	670	127	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	734	134	31	1133	54	138	195	199	670	127	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	734	134	31	1133	54	138	195	199	670	127	44

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.15	0.08	0.02	0.24	0.03	0.09	0.06	0.12	0.21	0.08	0.03
Crit Moves:	****			****			****		****	****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.682
Loss Time (sec):    0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:     100          Level Of Service:      B
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Ovl      Ignore      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0
Lanes:      2      0      3      0      1      2      0      3      0      1      2      0      3      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      177 1332      456      66 293      121      410 851      176      364 674      181
Growth Adj:      1.04 1.04      1.04      1.04 1.04      1.04      1.04 1.04      1.04      1.04 1.04      1.04
Initial Bse:      184 1385      474      69 305      126      426 885      183      379 701      188
Added Vol:      0      63      0      0      18      5      19 122      0      68 157      51
PasserByVol:      1      10      1      0      33      9      11 37      0      0      66      3
Initial Fut:      185 1458      475      69 356      140      456 1044      183      447 924      242
User Adj:      1.00 1.00      1.00      1.00 1.00      0.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      0.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      185 1458      475      69 356      0      456 1044      183      447 924      242
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      185 1458      475      69 356      0      456 1044      183      447 924      242
PCE Adj:      1.00 1.00      1.00      1.00 1.00      0.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      0.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      185 1458      475      69 356      0      456 1044      183      447 924      242
OvlAdjVol:      252
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600      1600      1600 1600      1600      1600 1600      1600      1600 1600      1600
Adjustment:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Lanes:      2.00 3.00      1.00      2.00 3.00      1.00      2.00 3.00      1.00      2.00 3.00      1.00
Final Sat.:      3200 4800      1600      3200 4800      1600      3200 4800      1600      3200 4800      1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.30      0.30      0.02 0.07      0.00      0.14 0.22      0.11      0.14 0.19      0.15
OvlAdjV/S:      0.16
Crit Moves:      ****      ****      ****      ****
*****

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.763
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          C
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Ovl      Ignore      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0
Lanes:      2      0      3      0      1      2      0      3      0      1      2      0      3      0      1
-----|-----|-----|-----|
Volume Module:
Base Vol:      227      578      397      157      965      312      214      967      37      611      921      155
Growth Adj:      1.04      1.04      1.04      1.04      1.04      1.04      1.04      1.04      1.04      1.04      1.04      1.04
Initial Bse:      236      601      413      163      1004      324      223      1006      38      635      958      161
Added Vol:      0      36      63      47      62      20      12      189      0      0      126      0
PasserByVol:      6      38      1      0      14      7      9      70      0      1      49      1
Initial Fut:      242      675      477      210      1080      351      244      1265      38      636      1133      162
User Adj:      1.00      1.00      1.00      1.00      1.00      0.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Adj:      1.00      1.00      1.00      1.00      1.00      0.00      1.00      1.00      1.00      1.00      1.00      1.00
PHF Volume:      242      675      477      210      1080      0      244      1265      38      636      1133      162
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      242      675      477      210      1080      0      244      1265      38      636      1133      162
PCE Adj:      1.00      1.00      1.00      1.00      1.00      0.00      1.00      1.00      1.00      1.00      1.00      1.00
MLF Adj:      1.00      1.00      1.00      1.00      1.00      0.00      1.00      1.00      1.00      1.00      1.00      1.00
FinalVolume:      242      675      477      210      1080      0      244      1265      38      636      1133      162
OvlAdjVol:      159
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600      1600
Adjustment:      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00      1.00
Lanes:      2.00      3.00      1.00      2.00      3.00      1.00      2.00      3.00      1.00      2.00      3.00      1.00
Final Sat.:      3200      4800      1600      3200      4800      1600      3200      4800      1600      3200      4800      1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.08      0.14      0.30      0.07      0.22      0.00      0.08      0.26      0.02      0.20      0.24      0.10
OvlAdjV/S:      0.10
Crit Moves:      ****              ****              ****              ****
*****

```

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.515
Loss Time (sec):      0 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:      0      0      0      0      0      0      0      0      0      0      0
Lanes:      2      0      3      0      0      0      0      4      0      2      0      0      0      0      0      1      0      3      1      0
-----|-----|-----|-----|
Volume Module:
Base Vol:      349 1533      0      0 220 204      0      0      0      120 902 138
Growth Adj:      1.04 1.04 1.04 1.04 1.04 1.04 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      363 1594      0      0 229 212      0      0      0      120 902 138
Added Vol:      0      31      0      0      3      12      0      0      0      18      80      0
PasserByVol:      0      1      0      0      0      0      0      0      0      0      8      0
Initial Fut:      363 1626      0      0 232 224      0      0      0      138 990 138
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      363 1626      0      0 232 224      0      0      0      138 990 138
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      363 1626      0      0 232 224      0      0      0      138 990 138
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      363 1626      0      0 232 224      0      0      0      138 990 138
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      2.00 3.00 0.00 0.00 4.00 2.00 0.00 0.00 0.00 1.00 3.51 0.49
Final Sat.:      3200 4800      0      0 6400 3200      0      0      0      1600 5617 783
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.11 0.34 0.00 0.00 0.04 0.07 0.00 0.00 0.00 0.09 0.18 0.18
Crit Moves:      ****      ****      ****
*****

```



4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Lanes:	2	0	3	0	0	0	0	0	0	0	1	0	3	1	0
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-----|-----|-----|-----|

Volume Module:

Base Vol:	370	671	0	0	742	1007	0	0	0	200	1867	74
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Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
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Initial Bse:	385	698	0	0	772	1047	0	0	0	200	1867	74
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Added Vol:	0	27	0	0	4	33	0	0	0	1	35	0
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PasserByVol:	0	0	0	0	0	0	0	0	0	2	39	0
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Initial Fut:	385	725	0	0	776	1080	0	0	0	203	1941	74
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User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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PHF Volume:	385	725	0	0	776	1080	0	0	0	203	1941	74
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Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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Reduced Vol:	385	725	0	0	776	1080	0	0	0	203	1941	74
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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FinalVolume:	385	725	0	0	776	1080	0	0	0	203	1941	74
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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.85	0.15
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Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6165	235
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Capacity Analysis Module:

Vol/Sat:	0.12	0.15	0.00	0.00	0.12	0.34	0.00	0.00	0.00	0.13	0.31	0.31
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Crit Moves:	****							****				
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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	158	100	292	0	1186	1623	299	0	0	0
Added Vol:	0	2	0	0	21	0	29	2	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	26	0	0	0	0
Initial Fut:	0	940	158	100	313	0	1215	1651	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	940	158	100	313	0	1215	1651	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	158	100	313	0	1215	1651	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	940	158	100	313	0	1215	1651	299	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.70	2.30	2.00	0.00	0.00	0.00
Final Sat.:	0	6848	1152	1600	4800	0	2713	3687	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.14	0.06	0.07	0.00	0.45	0.45	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	720	180	201	859	0	417	1004	429	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	749	187	209	893	0	417	1004	429	0	0	0
Added Vol:	0	5	17	0	5	0	22	0	0	0	0	0
PasserByVol:	0	1	0	0	2	0	0	17	1	0	0	0
Initial Fut:	0	755	204	209	900	0	439	1021	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	755	204	209	900	0	439	1021	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	755	204	209	900	0	439	1021	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	755	204	209	900	0	439	1021	430	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.20	2.80	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1924	4476	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.13	0.13	0.19	0.00	0.23	0.23	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #7 Birch Street (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
Added Vol:	0	2	0	0	0	0	0	0	0	0	97	0
PasserByVol:	6	6	0	0	25	0	0	0	0	50	1	0
Initial Fut:	114	894	0	0	185	95	0	0	0	453	1086	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	894	0	0	185	95	0	0	0	453	1086	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	894	0	0	185	95	0	0	0	453	1086	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	894	0	0	185	95	0	0	0	453	1086	237

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.18	3.29	0.54
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1884	5256	860

Capacity Analysis Module:

Vol/Sat:	0.04	0.28	0.00	0.00	0.06	0.03	0.00	0.00	0.00	0.24	0.21	0.28
Crit Moves:	****			****								****

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Birch Street (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	344	0	0	484	743	0	0	0	392	1187	124
Added Vol:	0	0	0	0	0	2	0	0	0	0	34	0
PasserByVol:	37	37	0	0	15	0	0	0	0	31	4	0
Initial Fut:	235	381	0	0	499	745	0	0	0	423	1225	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	381	0	0	499	745	0	0	0	423	1225	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	381	0	0	499	745	0	0	0	423	1225	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	381	0	0	499	745	0	0	0	423	1225	124

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.60	2.40	0.00	0.00	0.00	1.03	3.70	0.28
Final Sat.:	3200	3200	0	0	2567	3833	0	0	0	1643	5916	441

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.21	0.28
Crit Moves:	****				****							****

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Birch Street (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0

Volume Module:

Base Vol:	0	333	229	198	379	0	676	867	291	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	333	229	198	379	0	676	867	291	0	0	0
Added Vol:	0	0	0	0	0	0	2	0	0	0	0	0
PasserByVol:	0	13	14	0	75	0	0	2	25	0	0	0
Initial Fut:	0	346	243	198	454	0	678	869	316	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	346	243	198	454	0	678	869	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	346	243	198	454	0	678	869	316	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	346	243	198	454	0	678	869	316	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.35	1.65	2.00	2.00	0.00	1.75	2.45	0.80	0.00	0.00	0.00
Final Sat.:	0	3760	2640	3200	3200	0	2805	3915	1280	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.06	0.14	0.00	0.24	0.22	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Birch Street (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0

Volume Module:

Base Vol:	0	312	300	305	614	0	188	999	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	300	305	614	0	188	999	174	0	0	0
Added Vol:	0	0	0	0	0	0	0	17	0	0	0	0
PasserByVol:	0	73	77	0	46	0	0	7	15	0	0	0
Initial Fut:	0	385	377	305	660	0	188	1023	189	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	385	377	305	660	0	188	1023	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	377	305	660	0	188	1023	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	385	377	305	660	0	188	1023	189	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.02	1.98	2.00	2.00	0.00	1.00	3.53	0.47	0.00	0.00	0.00
Final Sat.:	0	3234	3166	3200	3200	0	1600	5651	749	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.10	0.21	0.00	0.12	0.18	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Ignore				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	16	534	53	37	335	73	228	303	42	77	287	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	534	53	37	335	73	237	315	44	80	298	114
Added Vol:	0	0	0	0	1	0	0	29	0	0	29	17
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	16	534	53	37	337	73	237	344	44	80	327	131
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	534	0	37	337	73	237	344	44	80	327	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	534	0	37	337	73	237	344	44	80	327	131
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	534	0	37	337	73	237	344	44	80	327	131

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1600	3200	1600	1600	2630	570	1600	3200	1600	1600	2284	916

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.15	0.11	0.03	0.05	0.14	0.14
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	47	383	122	98	610	224	151	463	51	53	521	67
Added Vol:	0	1	0	16	0	0	0	38	0	0	33	0
PasserByVol:	0	2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	386	122	114	610	224	151	501	51	53	554	67
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	386	0	114	610	224	151	501	51	53	554	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	386	0	114	610	224	151	501	51	53	554	67
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	386	0	114	610	224	151	501	51	53	554	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1600	3200	1600	1600	2341	859	1600	3200	1600	1600	2857	343

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.00	0.07	0.26	0.26	0.09	0.16	0.03	0.03	0.19	0.19
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
Added Vol:	0	0	0	0	1	0	0	0	0	3	17	0
PasserByVol:	0	1	0	0	1	0	0	3	0	0	13	0
Initial Fut:	30	485	33	56	277	128	79	197	48	46	189	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	485	33	56	277	128	79	197	48	46	189	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	485	33	56	277	128	79	197	48	46	189	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	485	33	56	277	128	79	197	48	46	189	22

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.06	0.01
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
Added Vol:	0	1	3	0	0	0	0	16	0	1	0	0
PasserByVol:	0	2	0	0	0	0	0	18	0	0	8	0
Initial Fut:	71	410	58	34	549	133	99	200	26	20	243	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	410	58	34	549	133	99	200	26	20	243	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	410	58	34	549	133	99	200	26	20	243	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	410	58	34	549	133	99	200	26	20	243	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.04	0.02	0.17	0.08	0.06	0.06	0.02	0.01	0.08	0.03
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	29	0	0	0	0
PasserByVol:	0	0	2	0	0	0	0	50	1	0	0	0
Initial Fut:	0	0	103	0	0	0	0	2543	421	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	103	0	0	0	0	2543	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	103	0	0	0	0	2543	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	103	0	0	0	0	2543	421	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.40	0.26	0.00	0.00	0.00
Crit Moves:	****						****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Bayview Place (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

Volume Module:

Base Vol:	0	0	433	0	0	0	0	2591	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	433	0	0	0	0	2591	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	103	0	0	0	0
PasserByVol:	0	0	23	0	0	0	0	26	0	0	0	0
Initial Fut:	0	0	456	0	0	0	0	2720	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	456	0	0	0	0	2720	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	456	0	0	0	0	2720	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	456	0	0	0	0	2720	142	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.43	0.09	0.00	0.00	0.00
Crit Moves:	****						****					

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Ignore				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

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Volume Module:

Base Vol:	143	1044	34	286	1732	172	76	112	10	259	423	152
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	150	1096	36	300	1819	181	80	118	11	272	444	160
Added Vol:	34	173	0	0	42	0	0	29	0	0	12	0
PasserByVol:	0	29	0	0	69	0	0	0	1	1	0	0
Initial Fut:	184	1298	36	300	1930	181	80	147	12	273	456	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	184	1298	36	300	1930	181	80	147	0	273	456	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1298	36	300	1930	181	80	147	0	273	456	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	184	1298	36	300	1930	181	80	147	0	273	456	160

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.89	0.11	2.00	2.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6229	171	3200	4389	411	3200	3200	1600	3200	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.21	0.09	0.44	0.44	0.02	0.05	0.00	0.09	0.14	0.10
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Jamboree Road (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Ignore			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2

Volume Module:

Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	68	1342	142	235	1163	192	230	276	167	160	237	348
Added Vol:	0	81	0	0	174	0	0	22	32	0	33	0
PasserByVol:	0	68	1	0	41	0	0	0	0	1	1	0
Initial Fut:	68	1491	143	235	1378	192	230	298	199	161	271	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	1491	143	235	1378	192	230	298	0	161	271	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1491	143	235	1378	192	230	298	0	161	271	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	1491	143	235	1378	192	230	298	0	161	271	348

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.65	0.35	2.00	2.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5841	559	3200	4213	587	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.26	0.07	0.33	0.33	0.07	0.09	0.00	0.05	0.08	0.22
Crit Moves:	****			****			****					****

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	1	0	0	1

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Volume Module:

Base Vol:	204	1228	2	7	1551	464	123	8	42	3	6	6
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Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
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Initial Bse:	214	1289	2	7	1629	487	123	8	42	3	6	6
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Added Vol:	17	206	0	0	39	3	0	0	0	0	0	0
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PasserByVol:	0	30	0	0	69	1	0	0	0	0	0	0
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Initial Fut:	231	1525	2	7	1737	491	123	8	42	3	6	6
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User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
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PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
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PHF Volume:	231	1525	2	7	1737	0	123	8	0	3	6	6
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Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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Reduced Vol:	231	1525	2	7	1737	0	123	8	0	3	6	6
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PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
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MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
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Final Volume:	231	1525	2	7	1737	0	123	8	0	3	6	6
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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
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Final Sat.:	1600	4793	7	1600	4800	1600	3005	195	1600	320	640	640
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Capacity Analysis Module:

Vol/Sat:	0.14	0.32	0.32	0.00	0.36	0.00	0.04	0.04	0.00	0.01	0.01	0.01
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Crit Moves:	****			****			****			****		
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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Jamboree Road (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	1	0	0	1

Volume Module:

Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1247	0	2	1460	96	297	4	100	0	1	0
Added Vol:	0	78	0	0	205	1	3	0	16	0	0	0
PasserByVol:	0	68	0	0	41	0	0	0	1	0	0	0
Initial Fut:	46	1393	0	2	1706	97	300	4	117	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	46	1393	0	2	1706	0	300	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1393	0	2	1706	0	300	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	46	1393	0	2	1706	0	300	4	0	0	1	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3158	42	1600	0	1600	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.29	0.00	0.00	0.36	0.00	0.09	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	846	1509	663	0	570	412	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	880	1569	690	0	593	428	0	0	0	0	0	0
Added Vol:	0	141	0	0	66	96	0	0	0	0	0	0
PasserByVol:	29	43	21	0	86	13	0	0	0	0	0	0
Initial Fut:	909	1753	711	0	745	537	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	909	1753	0	0	745	537	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	909	1753	0	0	745	537	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	909	1753	0	0	745	537	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.32	1.68	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	3717	2683	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.48	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	0	0	0	0	0	0	0

	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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	2	0	1	1	1	0	0	0	0	0	0	0
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4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	4	1	0	0	0	3	0	0	1	1	1	0	2	0	0	0	0	0

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Volume Module:

Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1890	42	0	594	0	1199	333	1150	0	0	0
Added Vol:	0	112	0	0	66	0	29	0	0	0	0	0
PasserByVol:	0	111	0	0	87	0	5	4	111	0	0	0
Initial Fut:	0	2113	42	0	747	0	1233	337	1261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2113	42	0	747	0	1233	337	1261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2113	42	0	747	0	1233	337	1261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2113	42	0	747	0	1233	337	1261	0	0	0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7846	154	0	4800	0	3200	1600	3200	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.00	0.16	0.00	0.39	0.21	0.39	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	3	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1834	73	0	1080	0	937	1071	1145	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	76	0	1123	0	937	1071	1145	0	0	0
Added Vol:	0	99	0	0	113	0	101	2	0	0	0	0
PasserByVol:	0	177	0	0	57	0	37	24	117	0	0	0
Initial Fut:	0	2183	76	0	1293	0	1075	1097	1262	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2183	76	0	1293	0	1075	1097	1262	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2183	76	0	1293	0	1075	1097	1262	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2183	76	0	1293	0	1075	1097	1262	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.83	0.17	0.00	3.00	0.00	1.48	1.52	2.00	0.00	0.00	0.00
Final Sat.:	0	7731	269	0	4800	0	2376	2424	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.28	0.28	0.00	0.27	0.00	0.45	0.45	0.39	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

**Existing + Growth (Year 2013) + Approved Projects**  
**+ Cumulative Projects + Project**

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0

Volume Module:

Base Vol:	37	944	49	195	835	227	307	555	48	87	185	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	39	991	51	205	877	238	322	583	50	91	194	61
Added Vol:	0	113	0	0	30	3	1	29	0	4	12	17
PasserByVol:	0	18	0	0	47	0	0	1	0	0	0	0
Initial Fut:	39	1122	51	205	954	241	323	613	50	95	206	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	39	1122	51	205	954	241	323	613	50	95	206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1122	51	205	954	241	323	613	50	95	206	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	1122	51	205	954	241	323	613	50	95	206	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.77	0.23	2.00	4.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4435	365	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.03	0.13	0.15	0.15	0.10	0.14	0.14	0.03	0.04	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 MacArthur Boulevard (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0	1	0	4	0	2	0	2	1	2	0	3	

Volume Module:

Base Vol:	154	1091	49	45	819	447	324	274	96	98	669	195
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	162	1146	51	47	860	469	340	288	101	103	702	205
Added Vol:	0	54	0	16	113	4	5	22	0	4	33	0
PasserByVol:	0	55	0	0	26	1	0	0	0	0	0	1
Initial Fut:	162	1255	51	63	999	474	345	310	101	107	735	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	162	1255	51	63	999	474	345	310	101	107	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1255	51	63	999	474	345	310	101	107	735	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	162	1255	51	63	999	474	345	310	101	107	735	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3621	1179	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.20	0.03	0.04	0.16	0.30	0.11	0.09	0.09	0.03	0.15	0.00
Crit Moves:	****					****	****			****		

\*\*\*\*\*



## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

## Volume Module:

Base Vol:	32	689	98	100	624	176	158	310	73	31	154	53
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	717	102	104	649	183	158	310	73	31	154	53
Added Vol:	17	96	0	0	34	0	0	0	3	0	0	17
PasserByVol:	1	14	0	0	34	13	3	3	0	0	13	0
Initial Fut:	51	827	102	104	717	196	161	313	76	31	167	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	51	827	102	104	717	196	161	313	76	31	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	827	102	104	717	196	161	313	76	31	167	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	51	827	102	104	717	196	161	313	76	31	167	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.14	0.86	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5026	1374	1600	2533	667	1600	3200	1600

## Capacity Analysis Module:

Vol/Sat:	0.03	0.17	0.06	0.07	0.14	0.14	0.10	0.12	0.11	0.02	0.05	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #2 MacArthur Boulevard (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Ignore				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1

## Volume Module:

Base Vol:	86	646	25	49	858	149	274	182	53	114	433	170
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	672	26	51	892	155	274	182	53	114	433	170
Added Vol:	3	54	0	16	101	0	0	0	16	0	0	0
PasserByVol:	0	37	0	0	18	8	18	18	0	0	8	0
Initial Fut:	92	763	26	67	1011	163	292	200	69	114	441	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	92	763	26	67	1011	163	292	200	69	114	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	763	26	67	1011	163	292	200	69	114	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	92	763	26	67	1011	163	292	200	69	114	441	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.44	0.56	1.56	1.07	0.37	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5512	888	2498	1711	590	1600	3200	1600

## Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.02	0.04	0.18	0.18	0.12	0.12	0.12	0.07	0.14	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	2	0	1	0	1

Volume Module:

Base Vol:	101	988	656	58	435	163	19	96	28	78	136	12
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1028	682	60	452	170	19	96	28	78	136	12
Added Vol:	17	133	6	13	38	0	0	0	0	1	2	1
PasserByVol:	0	16	1	0	34	0	0	0	0	1	0	0
Initial Fut:	122	1177	689	73	524	170	19	96	28	80	138	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1177	689	73	524	170	19	96	28	80	138	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1177	689	73	524	170	19	96	28	80	138	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1177	689	73	524	170	19	96	28	80	138	13

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.43	0.05	0.11	0.11	0.01	0.03	0.02	0.03	0.09	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 MacArthur Boulevard (NS) at Von Karman Avenue (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2

Volume Module:

Base Vol:	48	624	126	29	968	52	138	195	183	665	127	38
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	649	131	30	1007	54	138	195	183	665	127	38
Added Vol:	0	70	1	13	134	0	0	0	16	5	2	6
PasserByVol:	0	38	2	0	18	0	0	0	0	0	0	0
Initial Fut:	50	757	134	43	1159	54	138	195	199	670	129	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	757	134	43	1159	54	138	195	199	670	129	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	757	134	43	1159	54	138	195	199	670	129	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	757	134	43	1159	54	138	195	199	670	129	44

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.16	0.08	0.03	0.24	0.03	0.09	0.06	0.12	0.21	0.08	0.03
Crit Moves:	****			****			****		****	****		

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Ignore					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

## Volume Module:

Base Vol:	177	1332	456	66	293	121	410	851	176	364	674	181
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	184	1385	474	69	305	126	426	885	183	379	701	188
Added Vol:	0	73	0	4	25	10	26	122	0	68	157	57
PasserByVol:	1	10	1	0	33	9	11	37	0	0	66	3
Initial Fut:	185	1468	475	73	363	145	463	1044	183	447	924	248
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1468	475	73	363	0	463	1044	183	447	924	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1468	475	73	363	0	463	1044	183	447	924	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1468	475	73	363	0	463	1044	183	447	924	248
OvlAdjVol:	252											

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

## Capacity Analysis Module:

Vol/Sat:	0.06	0.31	0.30	0.02	0.08	0.00	0.14	0.22	0.11	0.14	0.19	0.16
OvlAdjV/S:	0.16											

Crit Moves: \*\*\*\*

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 MacArthur Boulevard (NS) at Jamboree Road (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Ignore					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

## Volume Module:

Base Vol:	227	578	397	157	965	312	214	967	37	611	921	155
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	236	601	413	163	1004	324	223	1006	38	635	958	161
Added Vol:	0	47	63	54	73	27	18	189	0	0	126	6
PasserByVol:	6	38	1	0	14	7	9	70	0	1	49	1
Initial Fut:	242	686	477	217	1091	358	250	1265	38	636	1133	168
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	686	477	217	1091	0	250	1265	38	636	1133	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	686	477	217	1091	0	250	1265	38	636	1133	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	686	477	217	1091	0	250	1265	38	636	1133	168
OvlAdjVol:	159											

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600

## Capacity Analysis Module:

Vol/Sat:	0.08	0.14	0.30	0.07	0.23	0.00	0.08	0.26	0.02	0.20	0.24	0.11
OvlAdjV/S:	0.10											

Crit Moves: \*\*\*\*

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	2	0	0	0	0
	2	0	3	0	0	4	0	2	0	0	0	0

## Volume Module:

Base Vol:	349	1533	0	0	220	204	0	0	0	120	902	138
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	1594	0	0	229	212	0	0	0	120	902	138
Added Vol:	0	37	0	0	4	15	0	0	0	18	80	0
PasserByVol:	0	1	0	0	0	0	0	0	0	0	8	0
Initial Fut:	363	1632	0	0	233	227	0	0	0	138	990	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	1632	0	0	233	227	0	0	0	138	990	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	1632	0	0	233	227	0	0	0	138	990	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	1632	0	0	233	227	0	0	0	138	990	138

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.51	0.49
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	5617	783

## Capacity Analysis Module:

Vol/Sat:	0.11	0.34	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.09	0.18	0.18
Crit Moves:	****			****								****

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #5 Campus Drive/Irvine Avenue (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: C  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	2	0	0	0	0

Volume Module:

Base Vol:	370	671	0	0	742	1007	0	0	0	200	1867	74
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	698	0	0	772	1047	0	0	0	200	1867	74
Added Vol:	0	34	0	0	7	38	0	0	0	1	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	2	39	0
Initial Fut:	385	732	0	0	779	1085	0	0	0	203	1941	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	732	0	0	779	1085	0	0	0	203	1941	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	732	0	0	779	1085	0	0	0	203	1941	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	732	0	0	779	1085	0	0	0	203	1941	74

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.85	0.15
Final Sat.:	3200	4800	0	0	6400	3200	0	0	0	1600	6165	235

Capacity Analysis Module:

Vol/Sat:	0.12	0.15	0.00	0.00	0.12	0.34	0.00	0.00	0.00	0.13	0.31	0.31
Crit Moves:	****					****					****	

\*\*\*\*\*



4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0

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Volume Module:

Base Vol:	0	900	152	96	281	0	1186	1623	299	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	936	158	100	292	0	1186	1623	299	0	0	0
Added Vol:	0	4	0	0	22	0	33	2	0	0	0	0
PasserByVol:	0	2	0	0	0	0	0	26	0	0	0	0
Initial Fut:	0	942	158	100	314	0	1219	1651	299	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	942	158	100	314	0	1219	1651	299	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	942	158	100	314	0	1219	1651	299	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	942	158	100	314	0	1219	1651	299	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.28	0.72	1.00	3.00	0.00	1.70	2.30	2.00	0.00	0.00	0.00
Final Sat.:	0	6850	1150	1600	4800	0	2718	3682	3200	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.14	0.06	0.07	0.00	0.45	0.45	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Campus Drive/Irvine Avenue (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	4	1	0	1	0	3	0	0	1	1	2	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	720	180	201	859	0	417	1004	429	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	749	187	209	893	0	417	1004	429	0	0	0
Added Vol:	0	7	17	0	7	0	27	0	0	0	0	0
PasserByVol:	0	1	0	0	2	0	0	17	1	0	0	0
Initial Fut:	0	757	204	209	902	0	444	1021	430	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	757	204	209	902	0	444	1021	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	757	204	209	902	0	444	1021	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	757	204	209	902	0	444	1021	430	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.21	2.79	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1940	4460	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.13	0.13	0.19	0.00	0.23	0.23	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Birch Street (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	108	886	0	0	160	95	0	0	0	403	988	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	886	0	0	160	95	0	0	0	403	988	237
Added Vol:	0	5	0	0	1	0	0	0	0	0	97	0
PasserByVol:	6	6	0	0	25	0	0	0	0	50	1	0
Initial Fut:	114	897	0	0	186	95	0	0	0	453	1086	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	897	0	0	186	95	0	0	0	453	1086	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	897	0	0	186	95	0	0	0	453	1086	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	897	0	0	186	95	0	0	0	453	1086	237

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.18	3.29	0.54
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1884	5256	860

Capacity Analysis Module:

Vol/Sat:	0.04	0.28	0.00	0.00	0.06	0.03	0.00	0.00	0.00	0.24	0.21	0.28
Crit Moves:	****			****								****

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Birch Street (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0
	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	198	344	0	0	484	743	0	0	0	392	1187	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	344	0	0	484	743	0	0	0	392	1187	124
Added Vol:	0	3	0	0	2	2	0	0	0	0	34	0
PasserByVol:	37	37	0	0	15	0	0	0	0	31	4	0
Initial Fut:	235	384	0	0	501	745	0	0	0	423	1225	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	384	0	0	501	745	0	0	0	423	1225	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	384	0	0	501	745	0	0	0	423	1225	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	384	0	0	501	745	0	0	0	423	1225	124

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.03	3.70	0.28
Final Sat.:	3200	3200	0	0	2573	3827	0	0	0	1643	5916	441

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.26	0.21	0.28
Crit Moves:	****				****							****

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	0	333	229	198	379	0	676	867	291	0	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	333	229	198	379	0	676	867	291	0	0	0	0			
Added Vol:	0	2	0	0	1	0	2	0	0	0	0	0	0			
PasserByVol:	0	13	14	0	75	0	0	2	25	0	0	0	0			
Initial Fut:	0	348	243	198	455	0	678	869	316	0	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	348	243	198	455	0	678	869	316	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	348	243	198	455	0	678	869	316	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	348	243	198	455	0	678	869	316	0	0	0	0			

Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.36	1.64	2.00	2.00	0.00	1.75	2.45	0.80	0.00	0.00	0.00	0.00			
Final Sat.:	0	3769	2631	3200	3200	0	2805	3915	1280	0	0	0	0			

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.00	0.09	0.09	0.06	0.14	0.00	0.24	0.22	0.25	0.00	0.00	0.00	0.00			
Crit Moves:	****				****				****							

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Birch Street (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	0	2	0	2	0	0	0

Volume Module:

Base Vol:	0	312	300	305	614	0	188	999	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	300	305	614	0	188	999	174	0	0	0
Added Vol:	0	2	0	0	2	0	0	17	0	0	0	0
PasserByVol:	0	73	77	0	46	0	0	7	15	0	0	0
Initial Fut:	0	387	377	305	662	0	188	1023	189	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	387	377	305	662	0	188	1023	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	387	377	305	662	0	188	1023	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	387	377	305	662	0	188	1023	189	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.03	1.97	2.00	2.00	0.00	1.00	3.53	0.47	0.00	0.00	0.00
Final Sat.:	0	3242	3158	3200	3200	0	1600	5651	749	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.10	0.21	0.00	0.12	0.18	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	16	534	53	37	335	73	228	303	42	77	287	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	16	534	53	37	335	73	237	315	44	80	298	114
Added Vol:	0	2	3	0	3	0	0	29	0	0	33	17
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	16	536	56	37	339	73	237	344	44	80	331	131
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	536	0	37	339	73	237	344	44	80	331	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	536	0	37	339	73	237	344	44	80	331	131
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	536	0	37	339	73	237	344	44	80	331	131

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1600	3200	1600	1600	2633	567	1600	3200	1600	1600	2292	908

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.00	0.02	0.13	0.13	0.15	0.11	0.03	0.05	0.14	0.14
Crit Moves:	****			****			****			****		

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Von Karman Avenue (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	47	383	122	98	610	224	145	445	49	51	501	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	47	383	122	98	610	224	151	463	51	53	521	67
Added Vol:	0	3	5	16	2	0	0	38	0	0	37	0
PasserByVol:	0	2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	388	127	114	612	224	151	501	51	53	558	67
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	388	0	114	612	224	151	501	51	53	558	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	388	0	114	612	224	151	501	51	53	558	67
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	388	0	114	612	224	151	501	51	53	558	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1600	3200	1600	1600	2343	857	1600	3200	1600	1600	2859	341

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.00	0.07	0.26	0.26	0.09	0.16	0.03	0.03	0.20	0.20
Crit Moves:	****			****			****			****		

\*\*\*\*\*



## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.296  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

## Volume Module:

Base Vol:	30	484	33	56	275	128	79	194	48	43	159	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	484	33	56	275	128	79	194	48	43	159	22
Added Vol:	0	4	0	0	3	0	0	0	0	3	17	0
PasserByVol:	0	1	0	0	1	0	0	3	0	0	13	0
Initial Fut:	30	489	33	56	279	128	79	197	48	46	189	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	489	33	56	279	128	79	197	48	46	189	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	489	33	56	279	128	79	197	48	46	189	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	489	33	56	279	128	79	197	48	46	189	22

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

## Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.02	0.04	0.09	0.08	0.05	0.06	0.03	0.03	0.06	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Von Karman Avenue (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	71	407	55	34	549	133	99	166	26	19	235	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	407	55	34	549	133	99	166	26	19	235	41
Added Vol:	0	8	3	0	2	0	0	16	0	1	0	0
PasserByVol:	0	2	0	0	0	0	0	18	0	0	8	0
Initial Fut:	71	417	58	34	551	133	99	200	26	20	243	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	417	58	34	551	133	99	200	26	20	243	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	417	58	34	551	133	99	200	26	20	243	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	417	58	34	551	133	99	200	26	20	243	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.04	0.02	0.17	0.08	0.06	0.06	0.02	0.01	0.08	0.03
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

## Volume Module:

Base Vol:	0	0	101	0	0	0	0	2464	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	101	0	0	0	0	2464	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	29	0	0	0	0
PasserByVol:	0	0	2	0	0	0	0	50	1	0	0	0
Initial Fut:	0	0	103	0	0	0	0	2543	421	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	103	0	0	0	0	2543	421	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	103	0	0	0	0	2543	421	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	103	0	0	0	0	2543	421	0	0	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.40	0.26	0.00	0.00	0.00
Crit Moves:	****						****					

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Bayview Place (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	4	0	1	0

Volume Module:

Base Vol:	0	0	433	0	0	0	0	2591	142	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	433	0	0	0	0	2591	142	0	0	0
Added Vol:	0	0	0	0	0	0	0	103	0	0	0	0
PasserByVol:	0	0	23	0	0	0	0	26	0	0	0	0
Initial Fut:	0	0	456	0	0	0	0	2720	142	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	456	0	0	0	0	2720	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	456	0	0	0	0	2720	142	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	456	0	0	0	0	2720	142	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.43	0.09	0.00	0.00	0.00
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Crit Moves: \*\*\*\*

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## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Jamboree Road (NS) at Campus Drive (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

-----|-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Include Ignore Include

Min. Green: 0

Lanes: 2 0 3 1 0 2 0 2 1 0 2 0 2 0 1 2 0 2 0 1

-----|-----|-----|-----|-----|

## Volume Module:

Base Vol: 143 1044 34 286 1732 172 76 112 10 259 423 152

Growth Adj: 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05

Initial Bse: 150 1096 36 300 1819 181 80 118 11 272 444 160

Added Vol: 34 177 0 0 48 0 0 32 0 0 16 0

PasserByVol: 0 29 0 0 69 0 0 0 1 1 0 0

Initial Fut: 184 1302 36 300 1936 181 80 150 12 273 460 160

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Volume: 184 1302 36 300 1936 181 80 150 0 273 460 160

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 184 1302 36 300 1936 181 80 150 0 273 460 160

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

FinalVolume: 184 1302 36 300 1936 181 80 150 0 273 460 160

-----|-----|-----|-----|-----|

## Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 3.89 0.11 2.00 2.74 0.26 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 3200 6229 171 3200 4390 410 3200 3200 1600 3200 3200 1600

-----|-----|-----|-----|-----|

## Capacity Analysis Module:

Vol/Sat: 0.06 0.21 0.21 0.09 0.44 0.44 0.02 0.05 0.00 0.09 0.14 0.10

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Jamboree Road (NS) at Campus Drive (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	65	1278	135	224	1108	183	219	263	159	152	226	331
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	68	1342	142	235	1163	192	230	276	167	160	237	348
Added Vol:	0	88	0	0	180	0	0	27	32	0	37	0
PasserByVol:	0	68	1	0	41	0	0	0	0	1	1	0
Initial Fut:	68	1498	143	235	1384	192	230	303	199	161	275	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	1498	143	235	1384	192	230	303	0	161	275	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1498	143	235	1384	192	230	303	0	161	275	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	1498	143	235	1384	192	230	303	0	161	275	348

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.65	0.35	2.00	2.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5843	557	3200	4215	585	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.26	0.07	0.33	0.33	0.07	0.09	0.00	0.05	0.09	0.22
Crit Moves:	****			****			****					****

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Jamboree Road (NS) at Birch Street (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	1	0	0	1

Volume Module:

Base Vol:	204	1228	2	7	1551	464	123	8	42	3	6	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1289	2	7	1629	487	123	8	42	3	6	6
Added Vol:	17	210	0	0	45	3	0	0	0	0	0	0
PasserByVol:	0	30	0	0	69	1	0	0	0	0	0	0
Initial Fut:	231	1529	2	7	1743	491	123	8	42	3	6	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	231	1529	2	7	1743	0	123	8	0	3	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1529	2	7	1743	0	123	8	0	3	6	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	231	1529	2	7	1743	0	123	8	0	3	6	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.88	0.12	1.00	0.20	0.40	0.40
Final Sat.:	1600	4793	7	1600	4800	1600	3005	195	1600	320	640	640

Capacity Analysis Module:

Vol/Sat:	0.14	0.32	0.32	0.00	0.36	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Jamboree Road (NS) at Birch Street (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	1	0	0	1

## Volume Module:

Base Vol:	44	1188	0	2	1390	91	297	4	100	0	1	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1247	0	2	1460	96	297	4	100	0	1	0
Added Vol:	0	85	0	0	211	1	3	0	16	0	0	0
PasserByVol:	0	68	0	0	41	0	0	0	1	0	0	0
Initial Fut:	46	1400	0	2	1712	97	300	4	117	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	46	1400	0	2	1712	0	300	4	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1400	0	2	1712	0	300	4	0	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	46	1400	0	2	1712	0	300	4	0	0	1	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	3158	42	1600	0	1600	0

## Capacity Analysis Module:

Vol/Sat:	0.03	0.29	0.00	0.00	0.36	0.00	0.09	0.10	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*



## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	1	0	0	0	0	0	0

## Volume Module:

Base Vol:	846	1509	663	0	570	412	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	880	1569	690	0	593	428	0	0	0	0	0	0
Added Vol:	0	147	0	0	70	96	0	0	0	0	0	0
PasserByVol:	29	43	21	0	86	13	0	0	0	0	0	0
Initial Fut:	909	1759	711	0	749	537	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	909	1759	0	0	749	537	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	909	1759	0	0	749	537	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	909	1759	0	0	749	537	0	0	0	0	0	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.33	1.67	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	3726	2674	0	0	0	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.28	0.55	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

\*\*\*\*\*

4221 Dolphin-Striker Project  
Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Jamboree Road (NS) at Bristol Street North (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: A  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	1	1	0	0	2	1	1	0

Volume Module:

Base Vol:	689	1142	942	0	1080	612	0	0	0	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	1188	980	0	1123	636	0	0	0	0	0	0
Added Vol:	0	207	0	0	120	33	0	0	0	0	0	0
PasserByVol:	22	103	57	0	57	8	0	0	0	0	0	0
Initial Fut:	739	1498	1037	0	1300	677	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	739	1498	0	0	1300	677	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	739	1498	0	0	1300	677	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	739	1498	0	0	1300	677	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	0.00	2.63	1.37	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3200	1600	0	4208	2192	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.23	0.47	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Morning Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664  
Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: B  
\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	4	1	0	0	0	0	3	0	0	1	1	1	0	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1817	40	0	571	0	1199	333	1150	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1890	42	0	594	0	1199	333	1150	0	0	0
Added Vol:	0	118	0	0	70	0	29	0	0	0	0	0
PasserByVol:	0	111	0	0	87	0	5	4	111	0	0	0
Initial Fut:	0	2119	42	0	751	0	1233	337	1261	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2119	42	0	751	0	1233	337	1261	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2119	42	0	751	0	1233	337	1261	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2119	42	0	751	0	1233	337	1261	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7846	154	0	4800	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.27	0.00	0.16	0.00	0.39	0.21	0.39	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

## 4221 Dolphin-Striker Project

Existing+Growth (Year 2013)+Approved Projects+Cumulative Projects+Project  
Evening Peak Hour

## Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #15 Jamboree Road (NS) at Bristol Street South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736

Loss Time (sec): 0 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	3	0	0	0

## Volume Module:

Base Vol:	0	1834	73	0	1080	0	937	1071	1145	0	0	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1907	76	0	1123	0	937	1071	1145	0	0	0
Added Vol:	0	105	0	0	120	0	101	2	0	0	0	0
PasserByVol:	0	177	0	0	57	0	37	24	117	0	0	0
Initial Fut:	0	2189	76	0	1300	0	1075	1097	1262	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2189	76	0	1300	0	1075	1097	1262	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2189	76	0	1300	0	1075	1097	1262	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2189	76	0	1300	0	1075	1097	1262	0	0	0

## Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.83	0.17	0.00	3.00	0.00	1.48	1.52	2.00	0.00	0.00	0.00
Final Sat.:	0	7732	268	0	4800	0	2376	2424	3200	0	0	0

## Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.28	0.00	0.27	0.00	0.45	0.45	0.39	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

## **APPENDIX E**

### **Approved Project Data**

28-JAN-11

**Traffic Phasing Data**  
**Projects Less Than 100% Complete**

page: 1

Project Number	Project Name	Percent
148	FASHION ISLAND EXPANSION	40 %
154	TEMPLE BAT YAHM EXPANSION	65 %
555	CIOSA - IRVINE PROJECT	91 %
910	NEWPORT DUNES	0 %
945	HOAG HOSPITAL PHASE III	0 %
949	ST. MARK PRESBYTERIAN CHU	77 %
954	OLQA CHURCH EXPANSION	0 %
955	2300 NEWPORT BLVD	0 %
957	NEWPORT EXECUTIVE COURT	0 %
958	HOAG HEALTH CENTER	75 %
959	NORTH NEWPORT CENTER	0 %
960	SANTA BARBARA CONDO (MARR	0 %
961	NEWPORT BEACH CITY HALL &	0 %
962	328 OLD NEWPORT MEDICAL O	0 %
963	COASTLINE COMMUNITY COLLE	0 %
964	BAYVIEW MEDICAL OFFICE -	0 %

	Int. Number	Int. Name														
		BIRCH ST / MACARTHUR BLVD														
		4295														
1 Hr Peak Totals																
	NB	SB	EB	WB	NL	NT	NR	1 Hr Peak								
								SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	15	47	6	13	1	14									13	
PM	37	26	37	8		37			18	8	18	18	8		8	

## page 2

	Int. Number	Int. Name CAMPUS DR / MACARTHUR BLVD 4300	1 Hr Peak Totals			1 Hr Peak												
			NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	18	47	1				18				47			1				
PM	55	26		1			55				26	1						1

[illegible]

Int. Number	Int. Name	JAMBOREE RD / CAMPUS DR															
		1 Hr Peak Totals															
		NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4305																	
AM		29	69	1	1		29							1			
PM		69	41		1		68	1						1	1		

Int. Number	Int. Name
4308	BIRCH ST / JAMBOREE RD
1 Hr Peak Totals	
NB	SB EB WB NL NT NR SL ST SR EL ET ER WL WT WR
30	69 1
68	41 1
AM	
PM	



page 3

Int. Number	Int. Name	1 Hr Peak Totals												1 Hr Peak									
		IRVINE AVE / CAMPUS DR				BRISTOL ST				NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL
4155																							

Int. Number	Int. Name	BRISTOL ST / BIRCH ST															
		1 Hr Peak Totals								1 Hr Peak							
		NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
4160	(5)																
AM		26	75	27			13	14		75			2	25			
PM		149	46	22			73	77		46			7	15			

	Int. Number		Int. Name		BRISTOL ST / BAYVIEW PL												
	4167				1 Hr Peak Totals					1 Hr Peak							
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM	2		50				2					50	1				
PM	23		26				23					26					

	Int. Number	Int. Name	JAMBOREE RD / BRISTOL ST 4170															
			1 Hr Peak Totals						1 Hr Peak									
			NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	111	87	120			111			87		5	4	111					
PM	177	57	178			177			57		37	24	117					

# Traffic Phasing Ordinance Approved Projects 80% Volume Summary Intersection Report

Int. Number		Int. Name																
4172		CAMPUS DR / BRISTOL ST N																
		1 Hr Peak Totals																
		NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM	1				8		1									8		
PM					41										2	39		

	Int. Number	Int. Name																						
		BRISTOL ST N / BIRCH ST																						
		4175		1 Hr Peak Totals		1 Hr Peak		SL		ST		SR		EL		ET		ER		WL		WT		WR
	NB	SB	EB	WB	NL	NT	NR																	
AM		13	25		51	6	6			25										50	1			
PM		74	15		35	37	37			15										31	4			

# Count Maker 2007

Northern Intersection - #9												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	0	0	0	0	0	0	0	0	0	0	0
PM	0	2	0	0	0	0	0	0	0	0	0	0
Southern Intersection - #3												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	0	0	0	0	0	0	34	0	0	16	1
PM	0	0	0	0	0	0	0	18	0	0	38	2

AM  
NS Street: Von Karman Avenue  
EW Street: Birch Street

Northbound Peak Hour Volume	1
Southbound Peak Hour Volume	1

PM  
Northbound Peak Hour Volume  
Southbound Peak Hour Volume

2
0

Western Intersection - #2												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	1	14	0	0	34	13	3	3	0	0	13	0
PM	0	37	0	0	18	8	18	18	0	0	8	0
Eastern Intersection - #13												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	30	0	0	69	0	0	0	0	0	0	0
PM	0	68	0	0	41	0	0	0	1	0	0	0

AM  
NS Street: Von Karman Avenue  
EW Street: Birch Street

3
13

PM  
Eastbound Peak Hour Volume  
Westbound Peak Hour Volume

18
8

**APPENDIX F**

**TPO One-Percent Analysis  
Calculation Worksheets**

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** MACARTHUR BOULEVARD & CAMPUS DRIVE  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1030	52	18	1100	11	3
Southbound	1257	63	47	1367	14	4
Eastbound	910	46	1	957	10	0
Westbound	330	17	0	347	3	4

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☒ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** MACARTHUR BOULEVARD & CAMPUS DRIVE  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1294	65	55	1414	14	4
Southbound	1311	66	27	1404	14	2
Eastbound	694	35	0	729	7	0
Westbound	962	48	1	1011	10	2

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** MACARTHUR BOULEVARD & BIRCH STREET  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	819	33	15	867	9	3
Southbound	900	36	47	983	10	8
Eastbound	541	0	6	547	5	0
Westbound	238	0	13	251	3	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** MACARTHUR BOULEVARD & BIRCH STREET  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	757	30	37	824	8	4
Southbound	1056	42	26	1124	11	4
Eastbound	509	0	36	545	5	0
Westbound	717	0	8	725	7	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** MACARTHUR BOULEVARD & VON KARMAN AVENUE  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1745	70	17	1832	18	21
Southbound	656	26	34	716	7	22
Eastbound	143	0	0	143	1	0
Westbound	226	0	1	227	2	2

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☒ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** MACARTHUR BOULEVARD & VON KARMAN AVENUE  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	798	32	40	870	9	10
Southbound	1049	42	18	1109	11	29
Eastbound	516	0	0	516	5	0
Westbound	830	0	0	830	8	1

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☒ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** MACARTHUR BOULEVARD & JAMBOREE ROAD  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1965	79	12	2056	21	10
Southbound	480	19	42	541	5	15
Eastbound	1437	57	48	1542	15	6
Westbound	1219	49	69	1337	13	6

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☒ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** MACARTHUR BOULEVARD & JAMBOREE ROAD  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1202	48	45	1295	13	5
Southbound	1434	57	21	1512	15	19
Eastbound	1218	49	79	1346	13	3
Westbound	1687	67	51	1805	18	3

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☒ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011



### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** CAMPUS DRIVE/IRVINE AVENUE & BRISTOL STREET NORTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1882	75	1	1958	20	6
Southbound	424	17	0	441	4	4
Eastbound	0	0	0	0	0	0
Westbound	1160	0	8	1168	12	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** CAMPUS DRIVE/IRVINE AVENUE & BRISTOL STREET NORTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1041	42	0	1083	11	3
Southbound	1749	70	0	1819	18	6
Eastbound	0	0	0	0	0	0
Westbound	2141	0	41	2182	22	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** CAMPUS DRIVE/IRVINE AVENUE & BRISTOL STREET SOUTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1052	42	2	1096	11	2
Southbound	377	15	0	392	4	1
Eastbound	3108	0	26	3134	31	4
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** CAMPUS DRIVE/IRVINE AVENUE & BRISTOL STREET SOUTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	900	36	1	937	9	1
Southbound	1060	42	2	1104	11	2
Eastbound	1850	0	18	1868	19	2
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** BIRCH STREET & BRISTOL STREET NORTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	994	0	12	1006	10	2
Southbound	255	0	25	280	3	1
Eastbound	0	0	0	0	0	0
Westbound	1628	0	51	1679	17	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** BIRCH STREET & BRISTOL STREET NORTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	542	0	74	616	6	1
Southbound	1227	0	15	1242	12	2
Eastbound	0	0	0	0	0	0
Westbound	1703	0	35	1738	17	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** BIRCH STREET & BRISTOL STREET SOUTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	562	0	27	589	6	2
Southbound	577	0	75	652	7	1
Eastbound	1834	0	27	1861	19	0
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** BIRCH STREET & BRISTOL STREET SOUTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	612	0	150	762	8	1
Southbound	919	0	46	965	10	2
Eastbound	1361	0	22	1383	14	0
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** VON KARMAN AVENUE & CAMPUS DRIVE  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	603	0	0	603	6	4
Southbound	445	0	1	446	4	2
Eastbound	573	23	0	596	6	0
Westbound	474	19	0	493	5	4

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** VON KARMAN AVENUE & CAMPUS DRIVE  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	552	0	2	554	6	6
Southbound	932	0	0	932	9	1
Eastbound	639	26	0	665	7	0
Westbound	616	25	0	641	6	2

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** VON KARMAN AVENUE & BIRCH STREET  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	547	0	1	548	5	4
Southbound	459	0	1	460	5	2
Eastbound	321	0	3	324	3	0
Westbound	224	0	13	237	2	0

☒ X Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** VON KARMAN AVENUE & BIRCH STREET  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	533	0	2	535	5	5
Southbound	716	0	0	716	7	1
Eastbound	291	0	18	309	3	0
Westbound	295	0	8	303	3	0

☒ X Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** BAYVIEW STREET & BRISTOL STREET SOUTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	101	0	2	103	1	0
Southbound	0	0	0	0	0	0
Eastbound	2884	0	51	2935	29	0
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** BAYVIEW STREET & BRISTOL STREET SOUTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	433	0	23	456	5	0
Southbound	0	0	0	0	0	0
Eastbound	2733	0	26	2759	28	0
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** JAMBOREE ROAD & CAMPUS DRIVE  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1221	61	29	1311	13	4
Southbound	2190	110	69	2369	24	6
Eastbound	198	10	1	209	2	3
Westbound	834	42	1	877	9	4

☐ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☒ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** JAMBOREE ROAD & CAMPUS DRIVE  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1478	74	69	1621	16	5
Southbound	1515	76	41	1632	16	3
Eastbound	641	32	0	673	7	4
Westbound	709	35	2	746	7	2

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011



### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** JAMBOREE ROAD & BIRCH STREET  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1434	72	30	1536	15	4
Southbound	2022	101	70	2193	22	6
Eastbound	173	0	0	173	2	0
Westbound	15	0	0	15	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** JAMBOREE ROAD & BIRCH STREET  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1232	62	68	1362	14	5
Southbound	1483	74	41	1598	16	3
Eastbound	401	0	1	402	4	0
Westbound	1	0	0	1	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** JAMBOREE ROAD & BRISTOL STREET NORTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	3018	121	93	3232	32	6
Southbound	982	39	99	1120	11	4
Eastbound	0	0	0	0	0	0
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** JAMBOREE ROAD & BRISTOL STREET NORTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2773	111	182	3066	31	3
Southbound	1692	68	65	1825	18	5
Eastbound	0	0	0	0	0	0
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** JAMBOREE ROAD & BRISTOL STREET SOUTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

AM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1857	74	111	2042	20	6
Southbound	571	23	87	681	7	4
Eastbound	2682	0	120	2802	28	0
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

### 1% TRAFFIC VOLUME ANALYSIS

**INTERSECTION:** JAMBOREE ROAD & BRISTOL STREET SOUTH  
(Existing Traffic Volumes Based on Average Daily Traffic 2011 AM)

PM PEAK HOUR						
APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME	APPROVED PROJECTS PEAK HOUR VOLUME	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1907	76	177	2160	22	3
Southbound	1080	43	57	1180	12	5
Eastbound	3153	0	178	3331	33	0
Westbound	0	0	0	0	0	0

☒ Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

☐ Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes.  
Intersection Capacity Utilization (ICU) Analysis is required.

**PROJECT:** 4221 Dolphin-Striker Project

**DATE:** 5/22/2011

## **APPENDIX G**

### **Cumulative Project Data**

**Table G-1**

**Cumulative Project Traffic Generation<sup>1</sup>**

Project	Peak Hour						Daily
	Morning			Evening			
	Inbound	Outbound	Total	Inbound	Outbound	Total	
Mariner's Medical Arts	22	6	28	11	31	42	442
WPI-Newport, LLC	0	-28	-28	-72	-42	-114	-577
Banning Ranch	236	581	817	659	447	1,106	13,327
Sunset Ridge Park	1	1	2	29	13	42	165
Marina Park	15	0	15	7	19	26	352
Pres Office Building B	16	2	18	3	15	18	132
Koll-Conexant	-348	338	-10	316	-222	94	2,764
Mariner's Pointe	13	3	16	48	36	84	1,533
Newport Coast - TAZ 1	74	244	318	238	159	397	3,928
Newport Coast - TAZ 2	91	327	418	327	183	510	5,105
Newport Coast - TAZ 3	51	178	229	178	102	280	2,794
Newport Coast - TAZ 4	56	186	242	184	113	297	2,960
Total	227	1,838	2,065	1,928	854	2,782	32,925

<sup>1</sup> Negative trips were not assigned to traffic analysis.

## Cumulative Project List - November 2010

Projects of significant size to have a potential cumulative impact

*Note: Highlighted projects do not result in an increase in traffic generation; however, may have other cumulative impacts to consider (i.e. construction, noise, air quality).*

Newport Beach Country Club	1600 East Coast Highway	<ul style="list-style-type: none"> <li>• 5 res. d.u</li> <li>• 27 hotel units with a 2,048 g.s.f. concierge and guest center</li> <li>• 3,523 g.s.f. tennis club with a 6,718 g.s.f. spa</li> <li>• 51,213 g.s.f. golf club with accessory facilities</li> <li>• 7 tennis courts and a swimming pool.</li> </ul>
Mariner's Medical Arts	1901 Westcliff Dr.	12,245 g.s.f. medical office addition
WPI-Newport, LLC	4699 Jamboree Rd/ 5190 Campus Drive	<p>New office building and remodel of existing office and bank buildings to accommodate office space, bank, retail, and restaurant uses:</p> <p><b>Existing (To be demolished): 21,023 g.s.f.</b></p> <ul style="list-style-type: none"> <li>• Office: 10,800 g.s.f.</li> <li>• Bank: 10,221 g.s.f.</li> </ul> <p><b>New: 46,044 g.s.f.</b></p> <ul style="list-style-type: none"> <li>• Office: 39,212 n.s.f./42,041 g.s.f.</li> <li>• Bank: 3,434 n.s.f./4,003 g.s.f.</li> </ul>
Banning Ranch	4520 W. Coast Hwy	1,375 d.u., 75,000 g.s.f. commercial retail, 75-room accommodations, parks, and open space.
Sunset Ridge Park	4850 W. Coast Hwy	13.67 ac. active park
Marina Park	1700 Balboa Blvd	<p>10.45 ac. public marina, beach, park with recreational facilities as follows:</p> <ul style="list-style-type: none"> <li>• Balboa Center Complex: 26,990 g.s.f.</li> <li>• Visiting Vessel Marina: 23 Slips</li> <li>• Marina Services Building (laundry, offices, etc.): 1,328 g.s.f.</li> <li>• Girl Scout House: 5,500 g.s.f.</li> <li>• Parking 153 spaces</li> </ul>
Pres Office Building B	4300 Von Karmen	11,960 g.s.f. office (9,917 n.s.f.)
Conexant	4311 Jamboree Rd	<p><b>New:</b></p> <ul style="list-style-type: none"> <li>• 1,244 residential d.u</li> <li>• 11,500 g.s.f. commercial</li> </ul> <p><b>Existing (to be demolished):</b></p> <ul style="list-style-type: none"> <li>• 167,000 g.s.f. office</li> <li>• 269,000 g.s.f. industrial</li> </ul>
Koll	4343 Von Karman Ave	<p><b>New:</b></p> <ul style="list-style-type: none"> <li>• 260 residential d.u.</li> <li>• 3,400 g.s.f. commercial</li> </ul>
AERIE	201 Carnation Ave	<p><b>New:</b> 6-unit condominium with subterranean parking (25,500 c.y. grading)</p> <p><b>Existing:</b> 14 apartment d.u.</p>

Dolphin Striker @ MacArthur	4221 Dolphin Striker Way	<b>New:</b> 15,000 g.s.f. commercial retail development <b>Existing (to be demolished):</b> 7,996 g.s.f. restaurant building
Mariner's Pointe	100-300 West Coast Highway	<b>New:</b> 23,015 g.s.f commercial development and 3-story parking structure <ul style="list-style-type: none"> <li>• 12,722 g.s.f. restaurant</li> <li>• 7,293 g.s.f. retail</li> <li>• 3,000 g.s.f. medical</li> </ul> <b>Existing (to be demolished):</b> 5,447 g.s.f. office/retail
Newport Coast		<b>See David Keely in Public Works for update.</b>

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# SUNSET RIDGE PARK .

<b>Table 5</b> <b>Project Trip Generation</b> <b>Sunset Ridge Park</b>									
Land Use	ITE Code	Unit	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
City Park	411	Acre	1.59	*	*	*	*	*	*
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67
Land Use	Quantity		Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
City Park	13.67	Acres	22	N/A	N/A	N/A	N/A	N/A	N/A
Soccer Complex	2	Fields	143	1	1	2	29	13	42
<b>TOTAL</b>			<b>165</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>13</b>	<b>42</b>
Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition									
* No peak hour trip generation rates given for this land use.									





20% 20%

SUPERIOR AV

20%

PLACENTIA AV

16TH ST

15TH ST

MONROVIA AV

NEWPORT BL

HOSPITAL RD

OLD NEWPORT BL

PROJECT SITE

10% WEST COAST HIGHWAY

20%

10%

LEGEND  
X% TRIP DISTRIBUTION PERCENTAGE

SUNSET RIDGE PARK  
TRIP DISTRIBUTION

# MARINA PARK.

Table 1

## TRIP GENERATION SUMMARY

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR			ADT
		IN	OUT	TOTAL	IN	OUT	TOTAL	
TRIP RATES								
Park <sup>1</sup>	Acre	.28	.20	.48	.38	.92	1.30	15.70
Recreational Community Center (ITE 495) <sup>2</sup>	TSF	.99	.63	1.62	.48	1.16	1.64	22.88
Marina (ITE 420)	Berth	.03	.05	.08	.11	.08	.19	2.96
TRIP GENERATION								
Proposed Project								
Park	4.89 Acres	1	1	2	2	4	6	77
Community Ctr/Sailing Ctr/Cafe	21.3 TSF	21	13	34	10	25	35	487
Visitor Marina	23 Berths	1	1	2	3	2	5	68
Sub-Total		23	15	38	15	31	46	632
Existing Use								
Mobile Home Park	57 DU	-5	-13	-18	-7	-7	-14	-194
Park	1.2 Acres	0	0	0	0	-1	-1	-19
Community Ctr	2.9 TSF	-3	-2	-5	-1	-4	-5	-67
NET NEW TRIPS		15	0	15	7	19	26	352

**Notes:**

<sup>1</sup> Park AM and PM trip rates from ITE City Park (411) rate/acre, ADT rate averaged from City (411) and Beach (415) Park ADT rate/acre.

<sup>2</sup> ITE Recreational Community Center (495) trip rates applied to Community Center, Sailing Center, and Café.

The Girl Scout House will be relocated on-site and results in no net change in project trips.

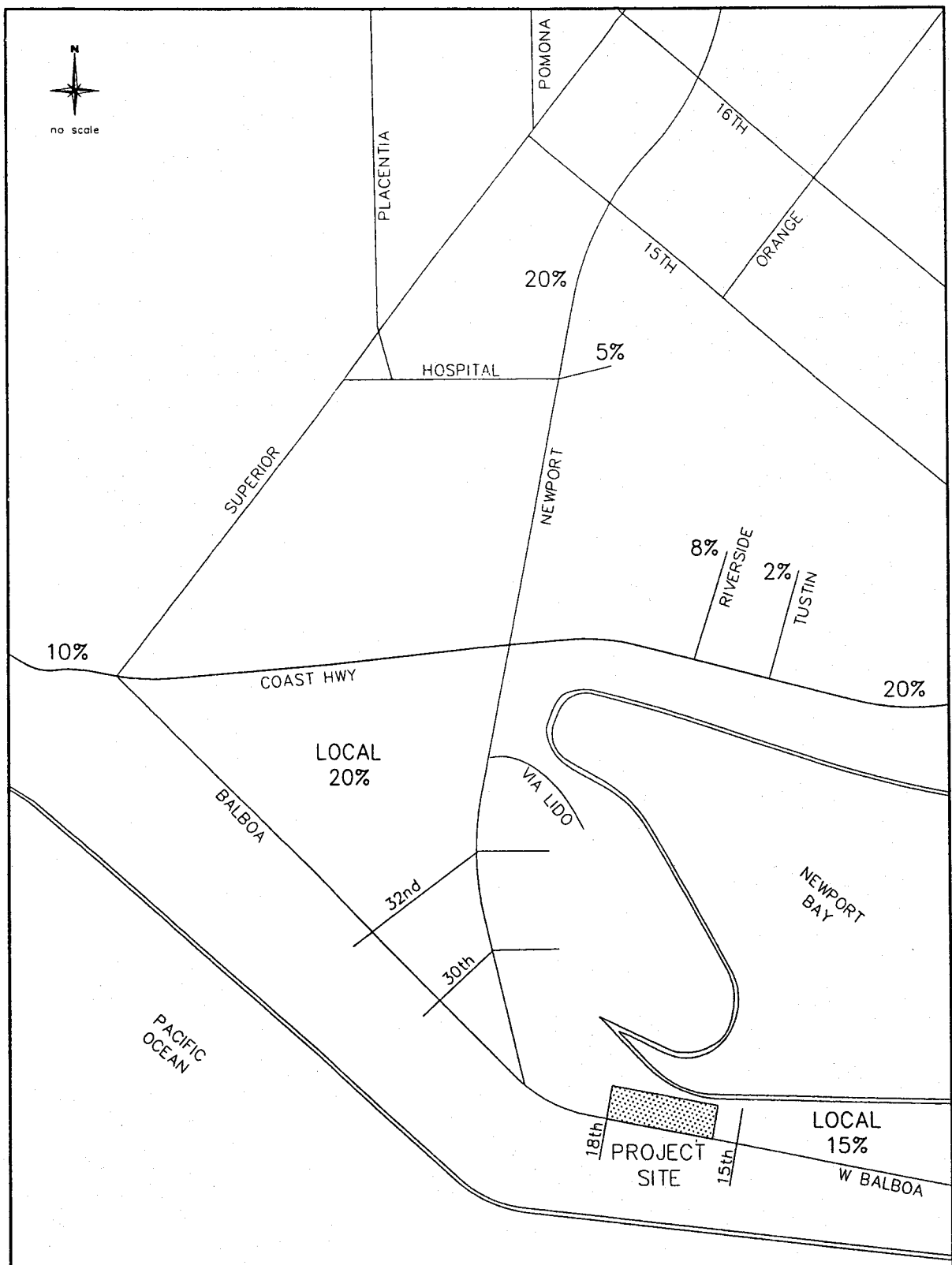
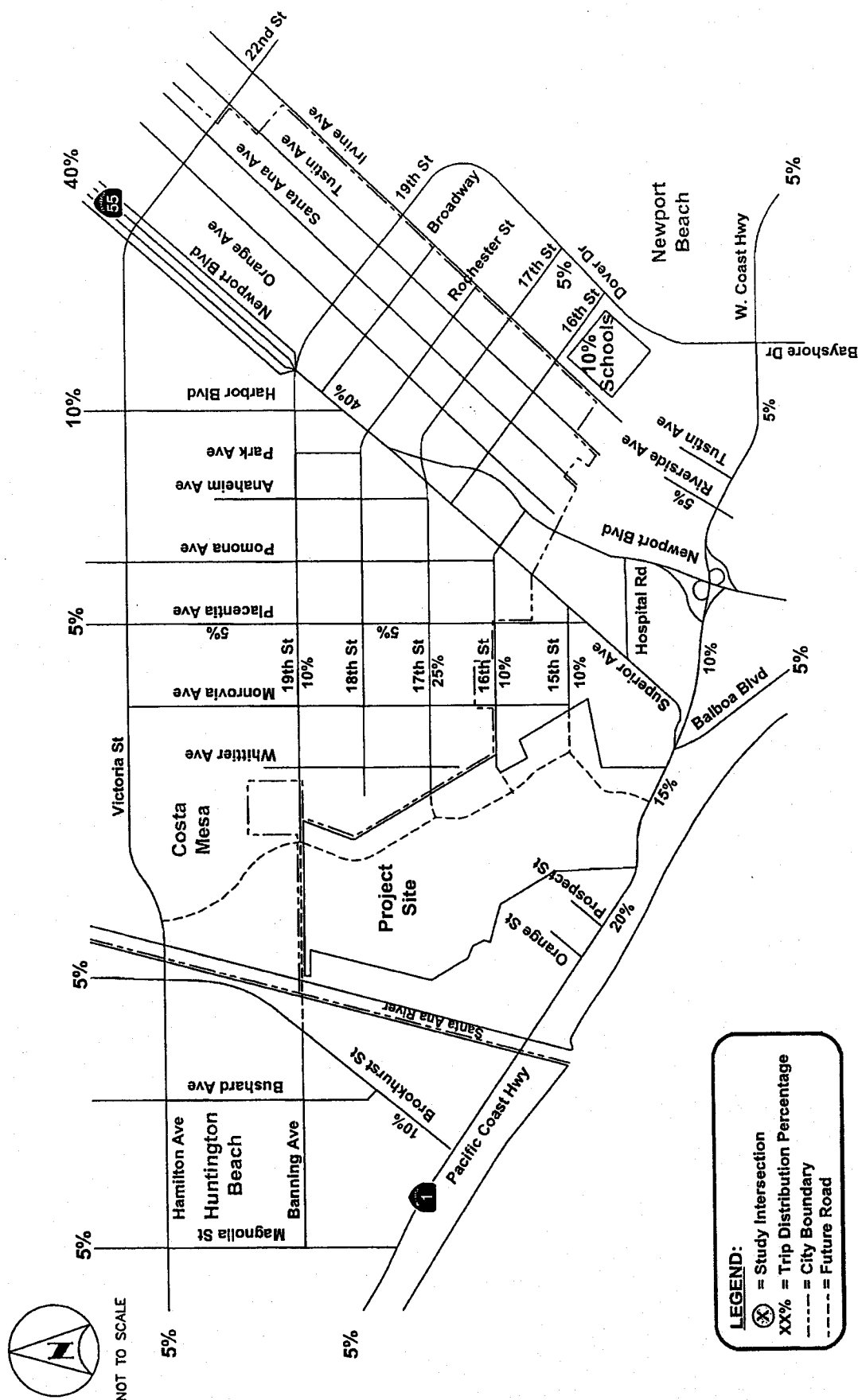


Figure 3  
GENERAL PROJECT DISTRIBUTION

**TABLE 2**  
**SUMMARY OF PROJECT TRIP GENERATION**  
**NEWPORT BANNING RANCH**

TRIP RATES									
Land Use	ITE Code	Trips per	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Residential Condominium/Townhouse	230	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
High-Rise Residential Condominium/Townhouse	232	DU	4.18	0.06	0.28	0.34	0.24	0.14	0.38
Resort Hotel <sup>1</sup>	330	Room	4.90	0.22	0.09	0.31	0.18	0.24	0.42
Park <sup>2</sup>	412	Acre	2.28	0.01	0.00	0.01	0.02	0.04	0.06
Shopping Center <sup>3</sup>	820	KSF	75.10	Equation - See Below					
PROJECT TRIP GENERATION									
Project Area	Land Use	Units	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
South Family Village	Single-Family Detached Housing	141 DU	1,349	27	79	106	90	52	142
	Park	28 Acres	64	0	0	0	1	1	2
	Subtotal		1,413	27	79	106	91	53	144
Resort Colony	Residential Condominium/Townhouse	87 DU	505	6	32	38	30	15	45
	Resort Hotel	75 Rooms	368	17	7	24	14	18	32
	Subtotal		873	23	39	62	44	33	77
North Family Village	Single-Family Detached Housing	282 DU	2,699	54	158	212	180	104	284
	Residential Condominium/Townhouse	135 DU	784	9	50	59	47	23	70
	Subtotal		3,483	63	208	271	227	127	354
Urban Colony	High-Rise Residential Condominium/Townhouse	730 DU	3,051	44	204	248	175	102	277
	Shopping Center	75.0 KSF	5,633	79	51	130	257	267	524
	Subtotal		8,684	123	255	378	432	369	801
Total Before Internal Capture/Pass-by			14,453	236	581	817	794	582	1,376
Internal Capture <sup>4</sup>			1,126				55	55	110
Pass-By Reduction for Retail (34%) <sup>5</sup>							80	80	160
Total Project Trips			13,327	236	581	817	659	447	1,106
Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition									
DU = Dwelling Unit, KSF = 1,000 Square Feet									
<sup>1</sup> ITE Land Use Category 330 Resort Hotel does not provide a daily trip rate. ITE Land Use Category 311 - All Suites Hotel was used for daily trips.									
<sup>2</sup> Trip generation is based on ITE Land Use County Park (Land Use 412) because this category includes peak hour trip rates.									
<sup>3</sup> Trip rates for Shopping Center are derived from the following regression equations: T = Trip Ends, X = units in KSF									
ADT: $\ln(T) = 0.65 \ln(X) + 5.83$									
AM Peak Hour: $\ln(T) = 0.59 \ln(X) + 2.32$									
PM Peak Hour: $\ln(T) = 0.67 \ln(X) + 3.37$									
<sup>4</sup> Source: Institute of Transportation Engineers (ITE) publication "Trip Generation Handbook". See Internal Capture Worksheets in Appendix C.									
<sup>5</sup> Source: ITE publication "Trip Generation Handbook". Pass-by reduction is taken on balance of retail trips, after Internal Capture reduction									



**FIGURE 8**  
**PROJECT TRIP DISTRIBUTION**

**Koll-Conexant**  
**4311 Jamboree Road**

**Trip Generation Rates**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01	
General Light Industrial	ITE-8th		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97	
Apartments	ITE-8th		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65	

**Existing Use**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
Office	ITE-8th	167	TSF	227	32	259	42	207	249	1839	
Industrial	ITE-8th	269	TSF	218	30	247	32	229	261	1875	
	ITE-8th										
	ITE-8th										
Total				445	61	506	74	436	510	3714	

**Proposed Use**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
Apartment	ITE-8th	974	DU	97	399	497	390	214	604	6477	
	ITE-8th		TSF	0	0	0	0	0	0	0	
	ITE-8th		TSF	0	0	0	0	0	0	0	
	ITE-8th		TSF	0	0	0	0	0	0	0	
Total				97	399	497	390	214	604	6477	

<b>Net Increase</b>				-348	338	-10	316	-221	94	2764	
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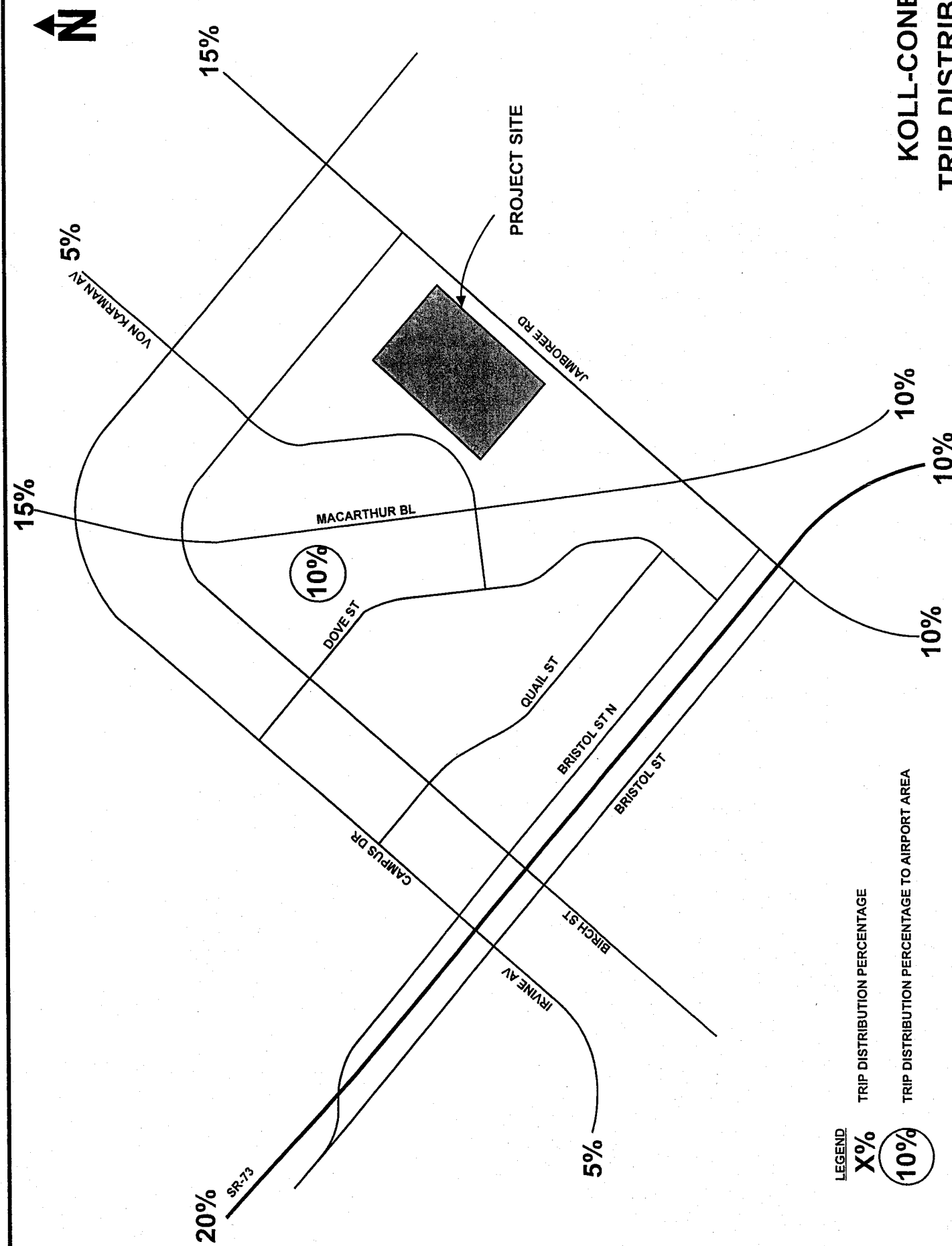
Note: Do not assign negative trips to the circulation system

# KOLL-CONEXANT TRIP DISTRIBUTION

**LEGEND**

**X%** TRIP DISTRIBUTION PERCENTAGE

**10%** TRIP DISTRIBUTION PERCENTAGE TO AIRPORT AREA



**Mariner's Medical Arts  
1901 Westcliff Drive**

**Trip Generation Rates**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
Medical Office	ITE-8th		TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13	
	ITE-8th										
	ITE-8th										
	ITE-8th										

**Existing Use**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
	ITE-8th										
	ITE-8th										
	ITE-8th										
Total						0			0	0	0

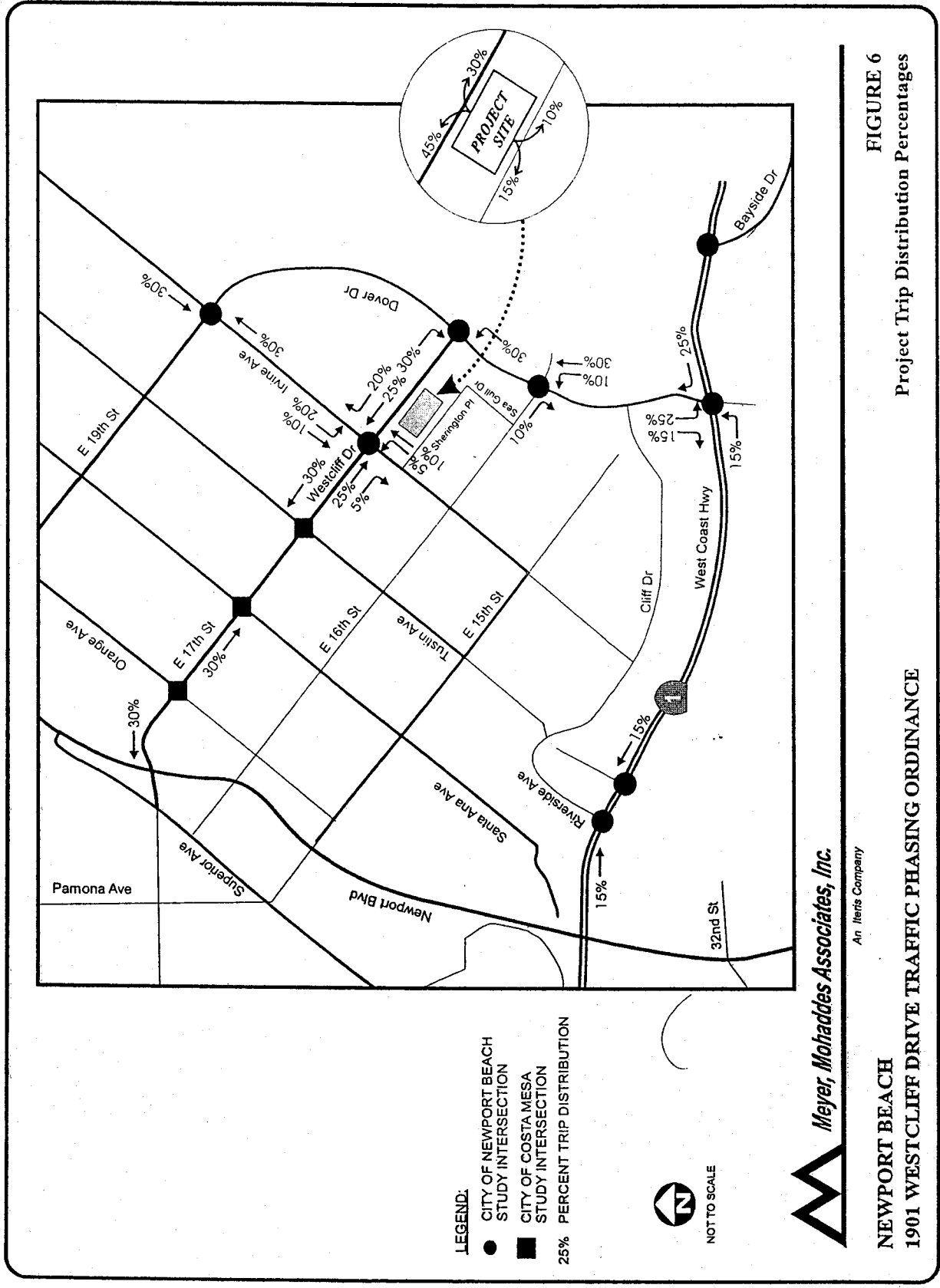
**Proposed Use**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
Medical Office	ITE-8th	12,245	TSF	22	6	28	11	31	42	442	
	ITE-8th										
	ITE-8th										
	ITE-8th										
Total				22	6	28	11	31	42	442	

**Net Increase**

				22	6	28	11	31	42	442	
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**WPI-Newport, LLC**  
**4699 Jamboree Road - 5190 Campus Drive**

**Trip Generation Rates**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily Total
				In	Out	Total	In	Out	Total	
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Bank-Drive In	ITE-8th		TSF	6.92	5.43	12.35	12.91	12.91	25.82	148.15
Specialty Retail Center*	ITE-8th		TSF	0.61	0.39	1.00	1.19	1.52	2.71	44.32
Quality Restaurant**	ITE-8th		TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95

Note \* - Specialty Retail AM trip generation rate is unavailable. Shopping Center AM peak hour trip generation rate used.

\*\* - AM distribution for AM peak hour of generator used.

**Existing Use**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily Total
				In	Out	Total	In	Out	Total	
Office	ITE-8th	10.8	TSF	15	2	17	3	13	16	119
Bank	ITE-8th	10.221	TSF	71	56	126	132	132	264	1514
	ITE-8th									
	ITE-8th									
Total		21.021		85	58	143	135	145	280	1633

**Proposed Use**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily Total
				In	Out	Total	In	Out	Total	
Office	ITE-8th	42.041	TSF	57	8	65	11	52	63	463
Bank	ITE-8th	4.003	TSF	28	22	49	52	52	103	593
Total		46.044		85	30	115	62	104	166	1056

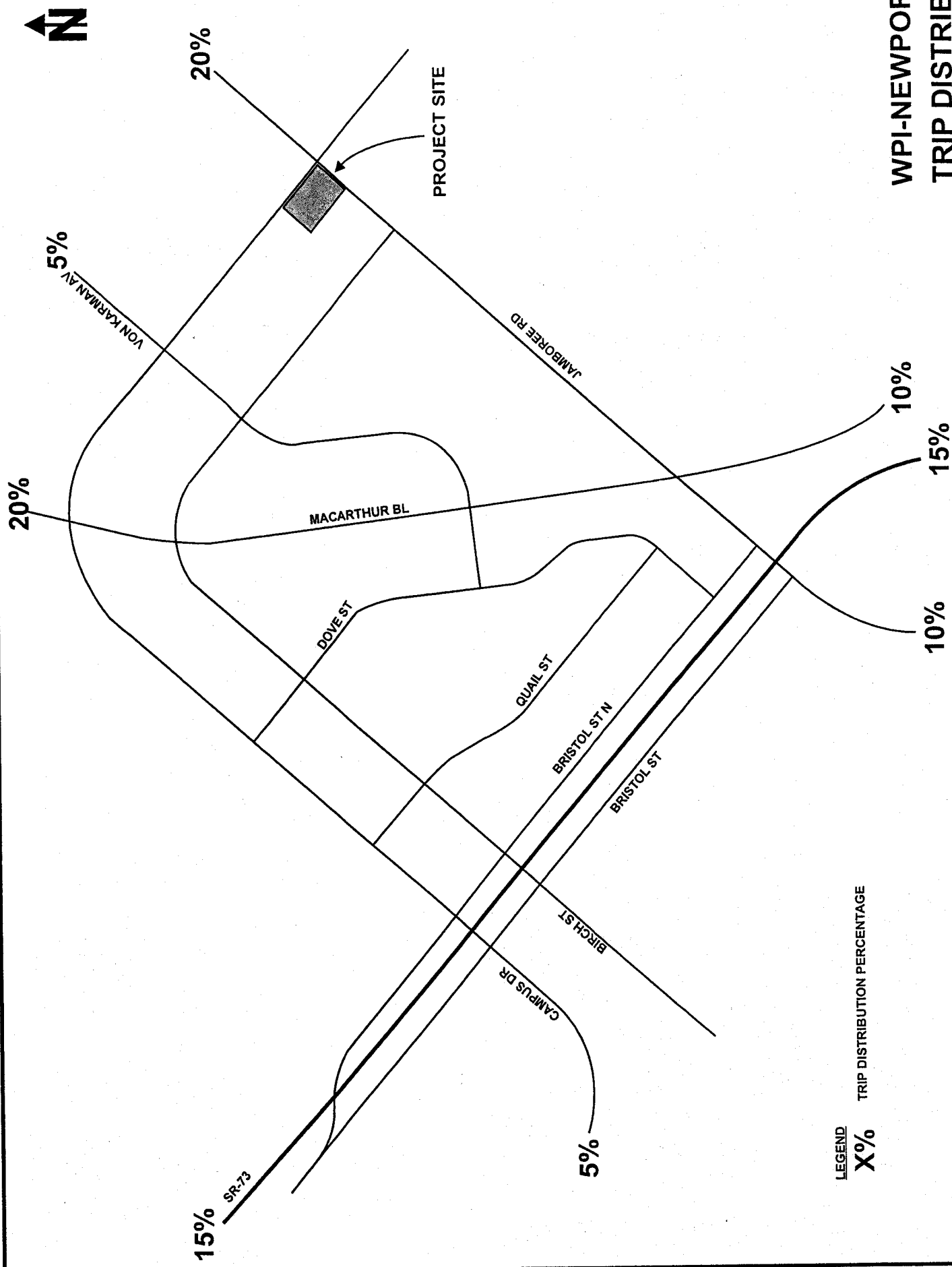
**Net Increase**

				-1	-28	-28	-72	-42	-114	-577
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Note: Do not assign negative trips to the circulation system.

# WPI-NEWPORT, LLC TRIP DISTRIBUTION

LEGEND  
X%  
TRIP DISTRIBUTION PERCENTAGE



Pres Office Building B  
4300 Von Karman

**Trip Generation Rates**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01	
	ITE-8th										
	ITE-8th										
	ITE-8th										

**Existing Use**

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
	ITE-8th										
	ITE-8th										
	ITE-8th										
Total						0			0	0	0

**Proposed Use**

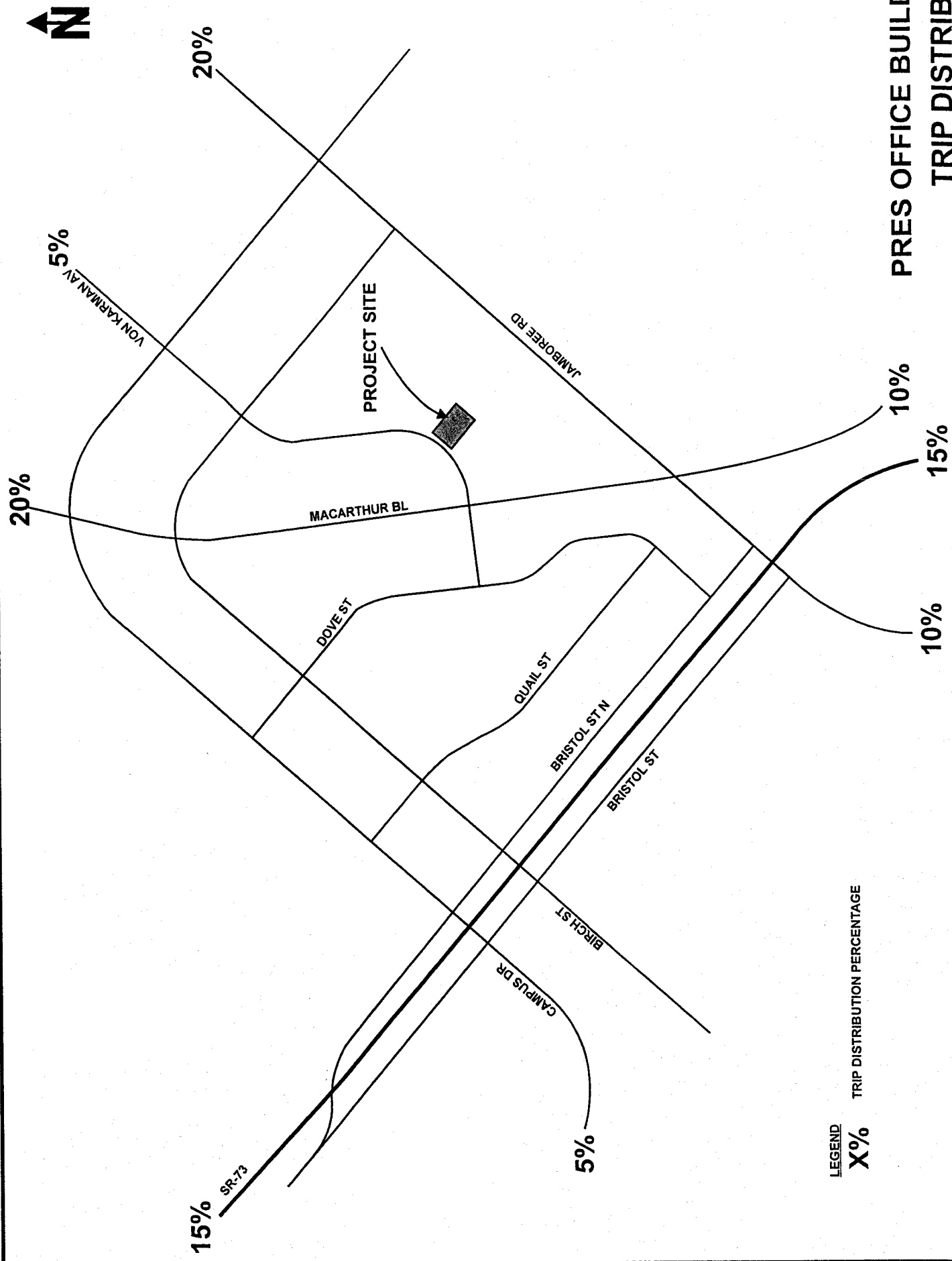
Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily	
				In	Out	Total	In	Out	Total	Total	Total
Office	ITE-8th	11.96	TSF	16	2	19	3	15	18	132	
	ITE-8th										
	ITE-8th										
	ITE-8th										
Total				16	2	19	3	15	18	132	

**Net Increase**

				16	2	19	3	15	18	132	
--	--	--	--	----	---	----	---	----	----	-----	--

# PRES OFFICE BUILDING B TRIP DISTRIBUTION

LEGEND  
X% TRIP DISTRIBUTION PERCENTAGE



**Table 5**  
**Proposed Project Trip Rates**

Land Use	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Specialty Retail	tsf	0.0	0.0	0.0	1.19	1.52	2.71	44.32
Quality Restaurant	tsf	0.66	0.15	0.81	5.02	2.47	7.49	89.95
Medical Office	tsf	1.82	0.48	2.30	0.93	2.53	3.46	36.13

Source: ITE Trip Generation Manual, 8<sup>th</sup> Edition

Note: tsf = thousand square feet

Table 6 summarizes the trips forecast to be generated by the proposed project utilizing the ITE trip rates shown in Table 5.

**Table 6**  
**Proposed Project Trip Generation**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
7.293 tsf - Specialty Retail	0	0	0	9	11	20	323
12.722 tsf - Quality Restaurant	8	2	10	64	31	95	1,144
Pass-by Discount (44% in p.m.)	0	0	0	-28	-14	-42	-42
3.000 tsf - Medical Office	5	1	6	3	8	11	108
<b>TOTAL</b>	<b>13</b>	<b>3</b>	<b>16</b>	<b>48</b>	<b>36</b>	<b>84</b>	<b>1,533</b>

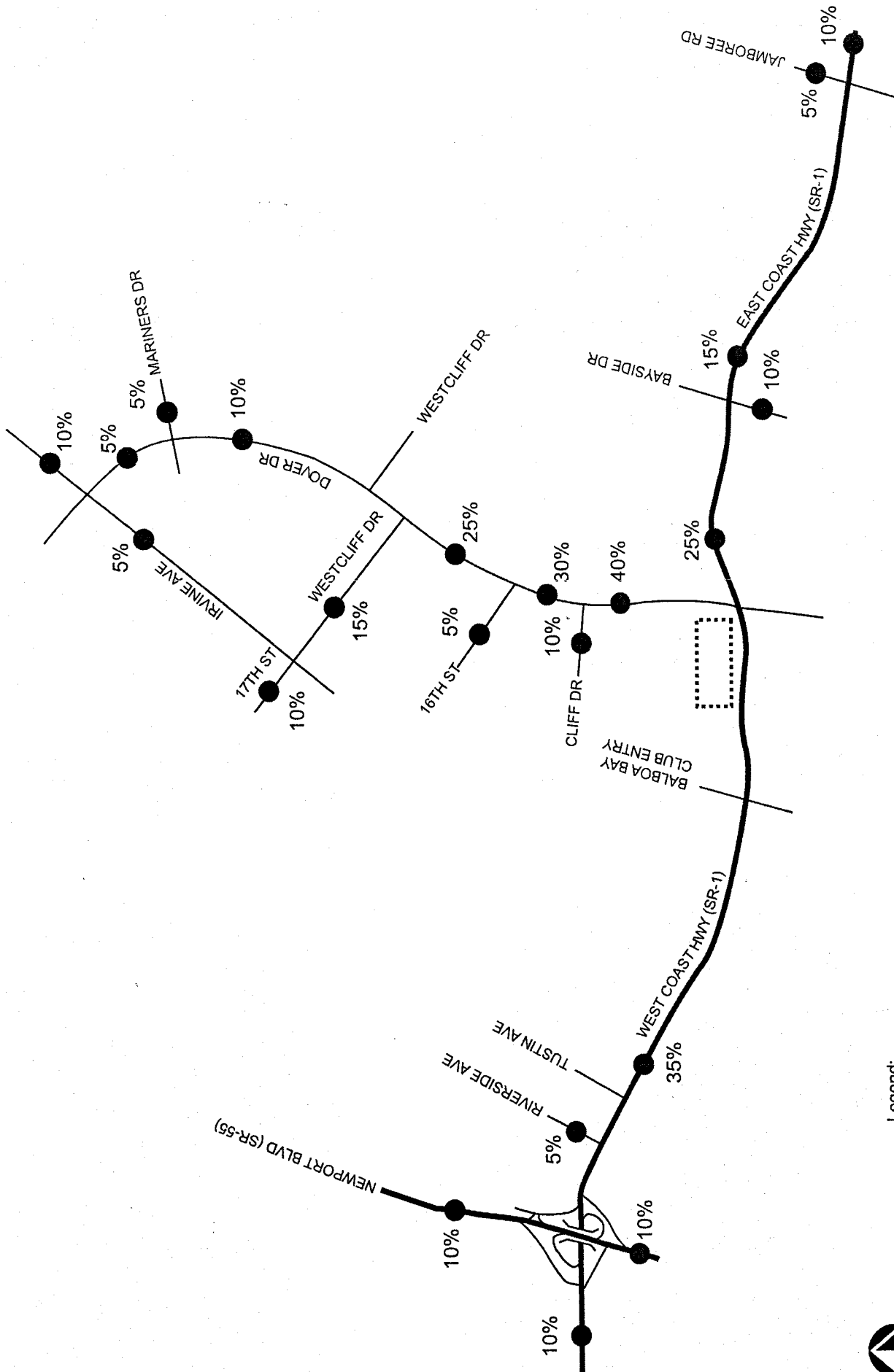
Source: Pass-by discount determined using ITE Trip Generation Manual, 2<sup>nd</sup> Edition

Note: tsf = thousand square feet

As shown in Table 6, the proposed project is forecast to generate approximately 1,533 daily trips, which includes approximately 48 a.m. peak hour trips and approximately 84 p.m. peak hour trips.

Since the project site is currently occupied by 5,447 square feet of specialty retail planned to be displaced by the proposed project, trips associated with the displaced land use are subtracted from the project site trip generation forecast shown in Table 6 to determine the number of net new trips forecast to be generated by the proposed project. In accordance with City analysis methodology, the net trip generation accounting for the displaced land use is only utilized for the TPO traffic analysis, not for the forecast cumulative traffic analysis (contained in the next section of this report).

Table 7 summarizes the existing project site trips forecast to be displaced by the proposed project utilizing the ITE trip rates shown in Table 5.



Not to Scale

Legend:

- XX% Trip Percent Distribution
- ..... Project Site Boundary



# Forecast Proposed Project Trip Distribution

Exhibit 8

TRIP GENERATION RATES<sup>1</sup>

LAND USE	UNITS <sup>2</sup>	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Condominium/Townhouse	DU	0.17	0.49	0.47	0.36	8.10
Multi Family Dwelling	DU	0.90	0.42	0.43	0.20	6.47
Single Family Detached Residential	DU	0.20	0.70	0.70	0.40	11.00
State Park (gross acres)	AC	0.21	0.90	0.29	0.31	19.15

0.09

Verify trip gen

<sup>1</sup> Source: City of Newport Beach Trip Generation Rates<sup>2</sup> DU = Dwelling Units

AC = Acres



TABLE 12-2

## PROJECT TRIP GENERATION

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS <sup>1</sup>	PEAK HOUR				DAILY
					AM		PM		
					IN	OUT	IN	OUT	
1	1A	Condominium/Townhouse	121	DU	21	59	57	44	980
	1B	Single Family Detached Residential	36	DU	7	25	25	14	396
	1C	Condominium/Townhouse	888	DU	151	435	417	320	7,193
	2A	Single Family Detached Residential	206	DU	41	144	144	82	2,266
	13C	Multi Family Dwelling	116	DU	104	49	50	23	751
	13D	Multi Family Dwelling	116	DU	104	49	50	23	751
	13E	Multi Family Dwelling	116	DU	104	49	50	23	751
TOTAL FOR TAZ 1					532	810	793	529	13,088
2	3A	Single Family Detached Residential	347	DU	69	243	243	139	3,817
	3B	Single Family Detached Residential	450	DU	90	315	315	180	4,950
	4B	Single Family Detached Residential	587	DU	117	411	411	235	6,457
	13A	Multi Family Dwelling	117	DU	105	49	50	23	757
	13B	Multi Family Dwelling	117	DU	105	49	50	23	757
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	17	State Park (gross acres)	2,807	AC	589	2,526	814	870	53,754
TOTAL FOR TAZ 2					1,080	3,611	1,901	1,480	70,778
3	2B	Single Family Detached Residential	62	DU	12	43	43	25	682
	4A	Single Family Detached Residential	784	DU	157	549	549	314	8,624
TOTAL FOR TAZ 3					169	592	592	339	9,306
4	2C	Single Family Detached Residential	307	DU	61	215	215	123	3,377
	5	Single Family Detached Residential	300	DU	60	210	210	120	3,300
	6	Single Family Detached Residential	75	DU	15	53	53	30	825
	8	Condominium/Townhouse	289	DU	49	142	136	104	2,341
TOTAL FOR TAZ 4					185	620	614	377	9,843
TOTAL FOR ALL ZONES					1,966	5,633	3,900	2,725	103,015

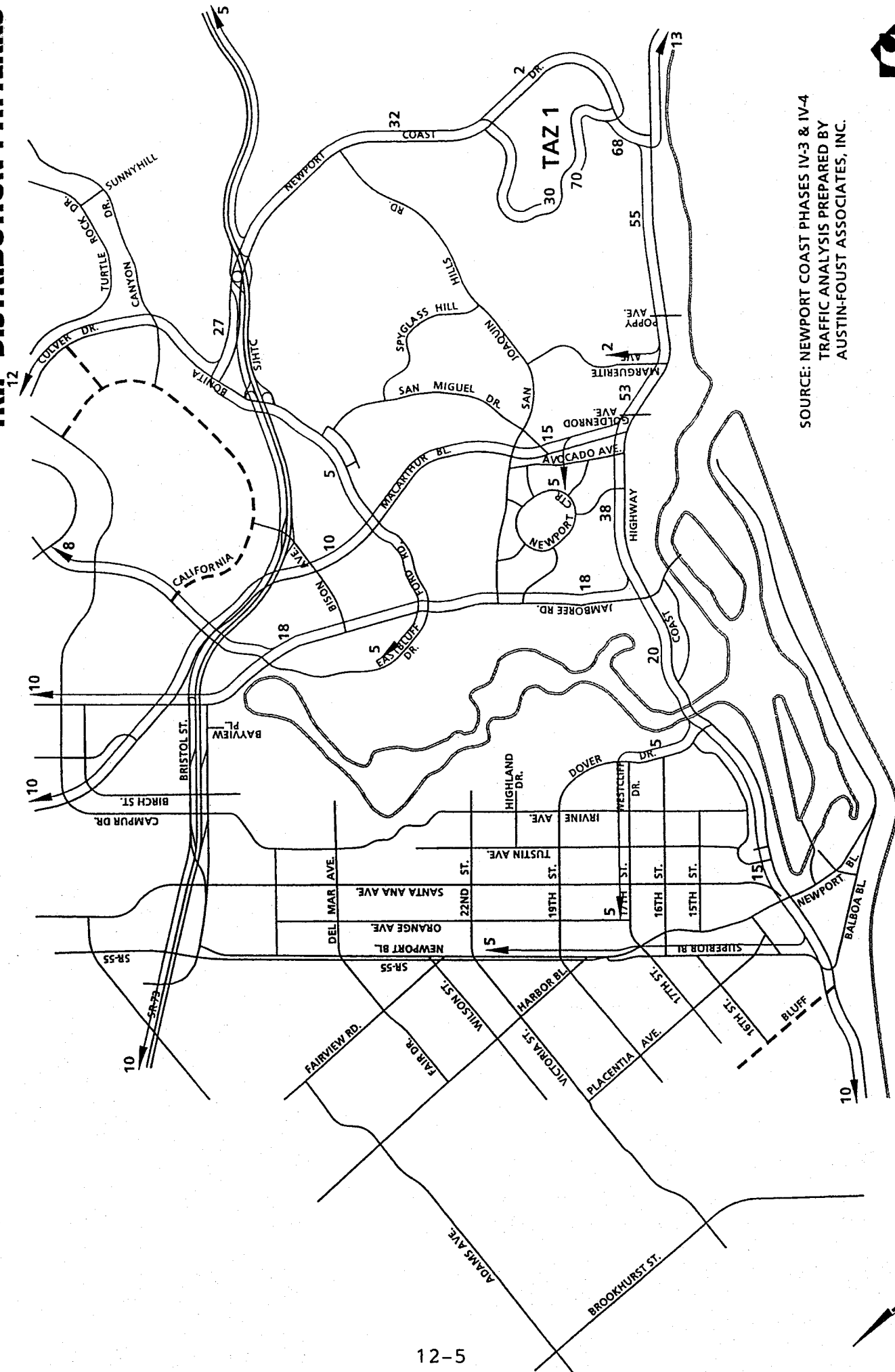
<sup>1</sup> DU = Dwelling Units  
AC = Acres

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- 70% OF DU'S ARE  
BUILT. ONLY 30%  
IS CUMULATIVE PROJECT  
THE

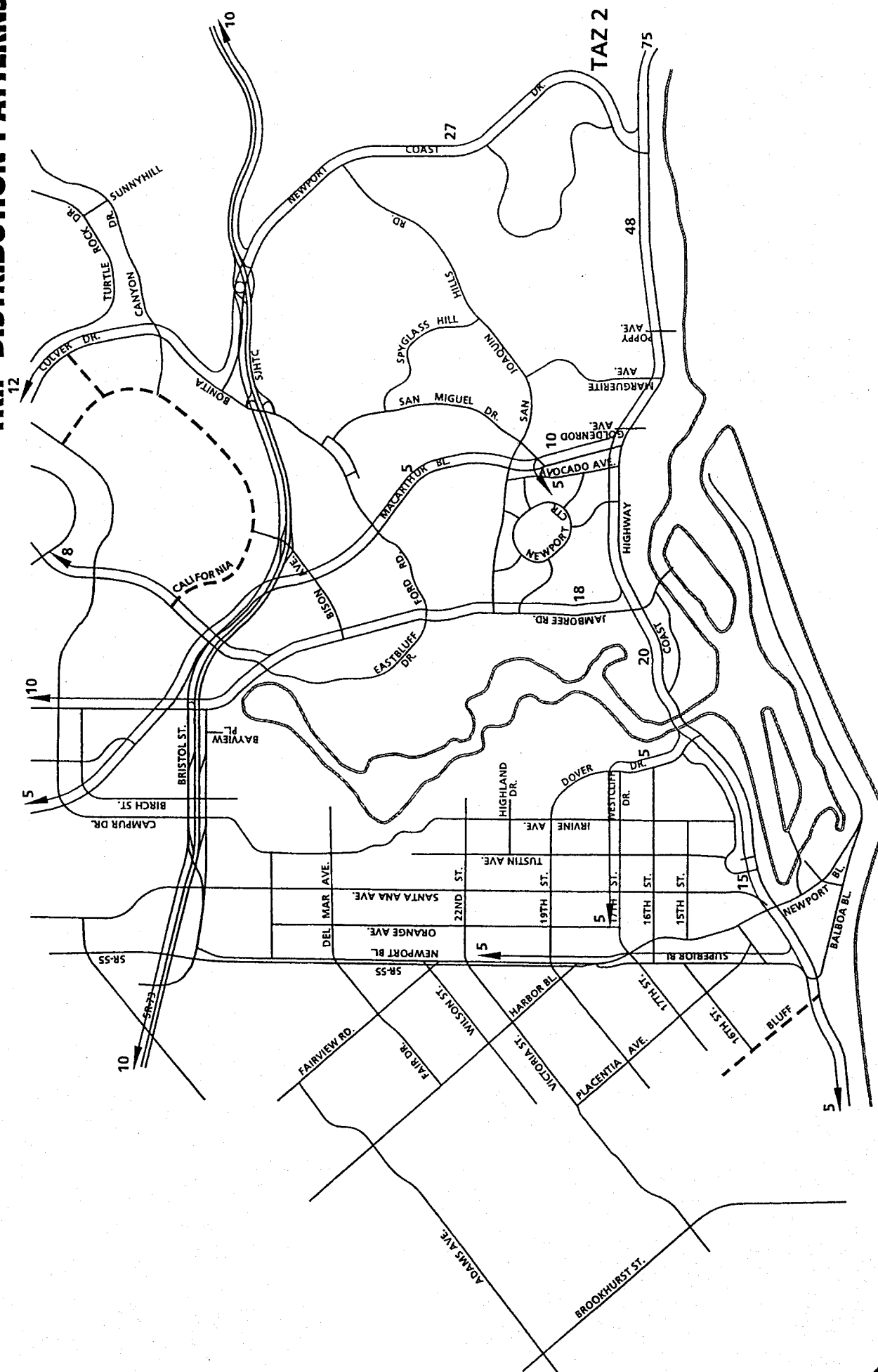
- ASSUME STATE PARK  
IS EXISTING.

# NEWPORT COAST TRAFFIC ANALYSIS TRIP DISTRIBUTION PATTERNS

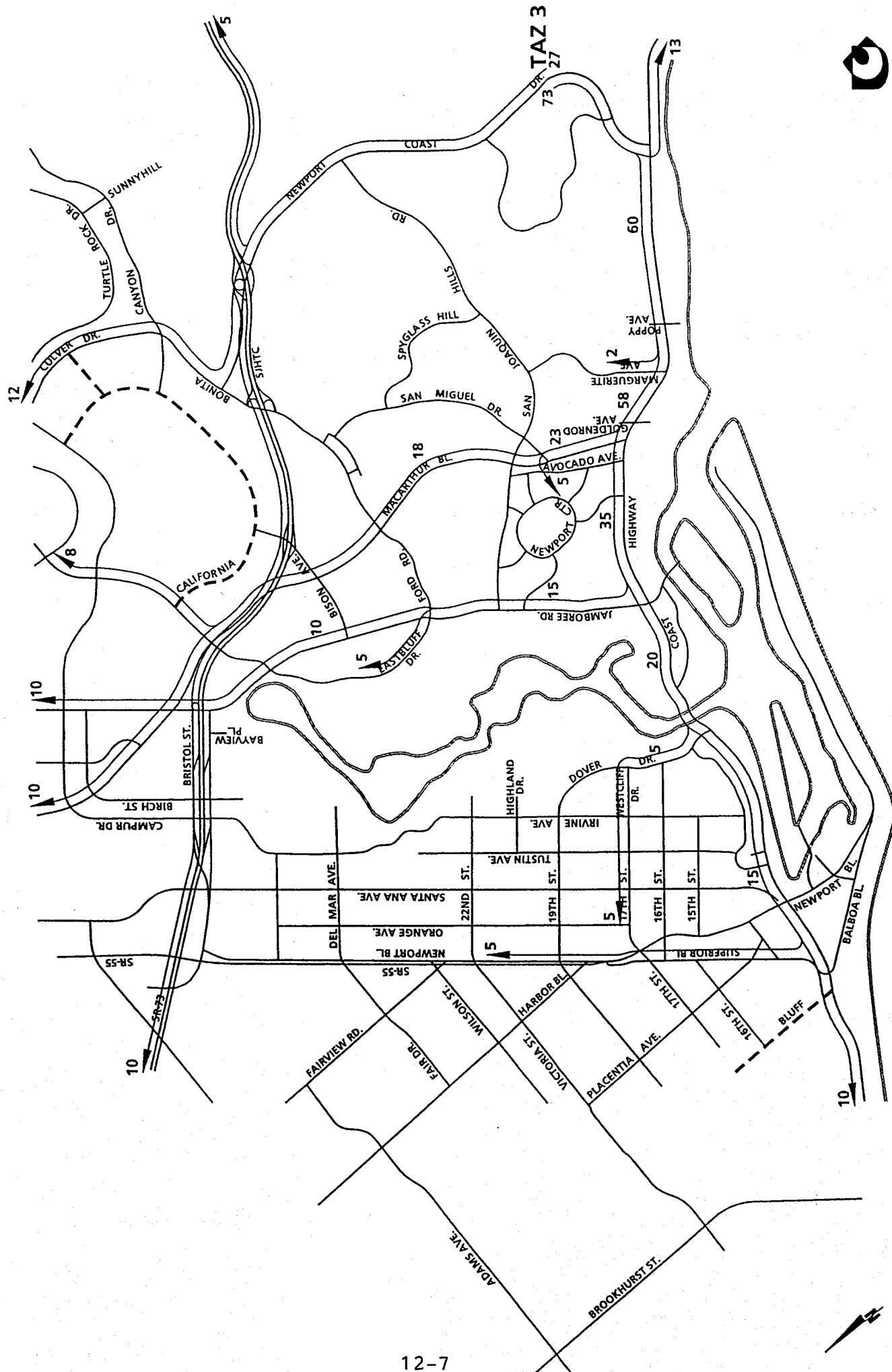


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4  
TRAFFIC ANALYSIS PREPARED BY  
AUSTIN-FOUST ASSOCIATES, INC.

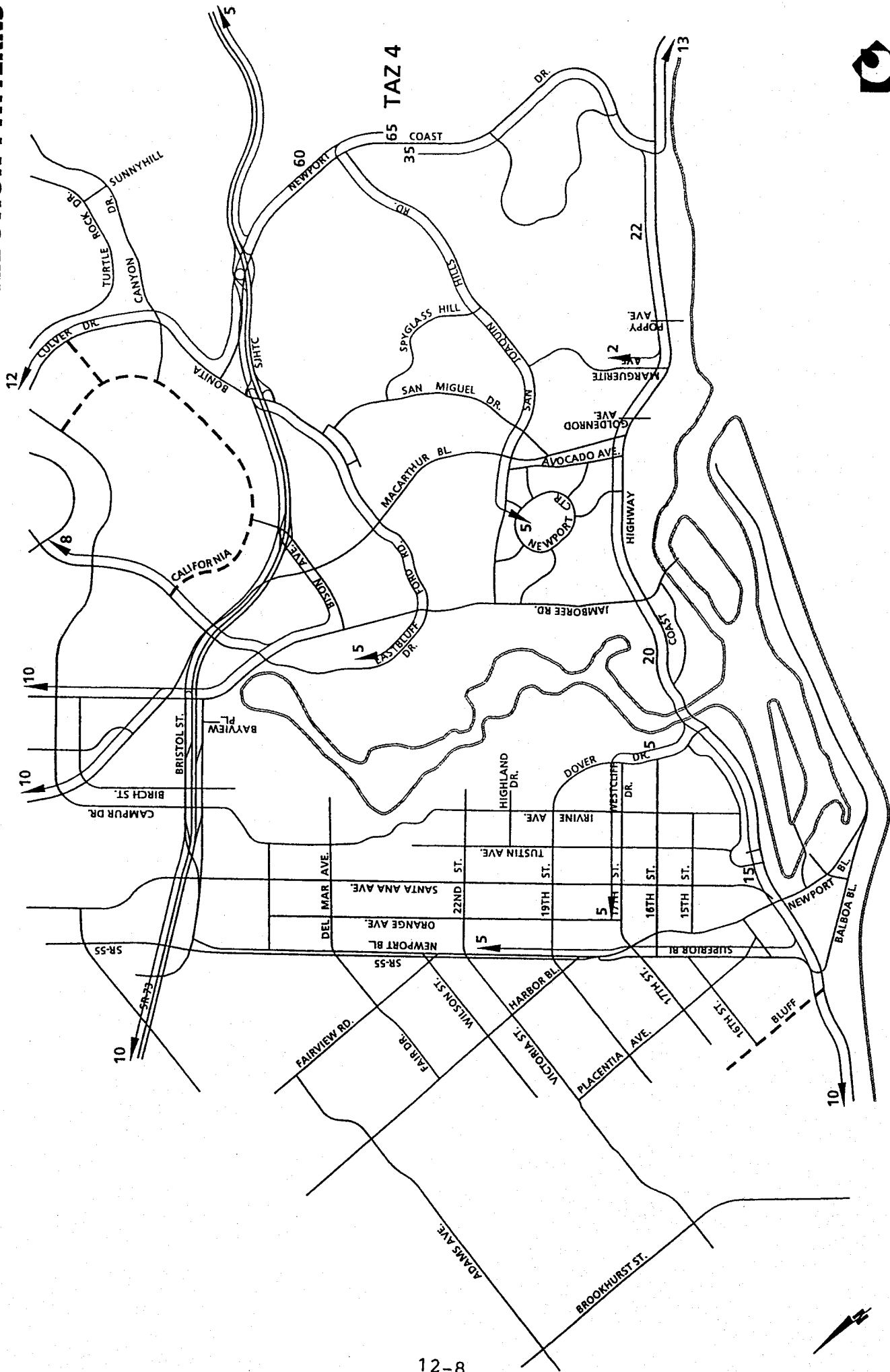




12-7



# EXHIBIT 12-C NEWPORT COAST TRAFFIC ANALYSIS ZONE 4 TRIP DISTRIBUTION PATTERNS



## **APPENDIX H**

### **City of Newport Beach Parking Code Requirements**

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## **Chapter 20.40 – Off-Street Parking**

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### **Sections:**

- 20.40.010 – Purpose
- 20.40.020 – Applicability
- 20.40.030 – Requirements for Off-Street Parking
- 20.40.040 – Off-Street Parking Spaces Required
- 20.40.050 – Parking Requirements for Shopping Centers
- 20.40.060 – Parking Requirements for Food Service Uses
- 20.40.070 – Development Standards for Parking Areas
- 20.40.080 – Parking for Nonresidential Uses in Residential Zoning Districts
- 20.40.090 – Parking Standards for Residential Uses
- 20.40.100 – Off-Site Parking
- 20.40.110 – Adjustments to Off-Street Parking Requirements
- 20.40.120 – Parking Management Districts
- 20.40.130 – In-lieu Parking Fee

### **20.40.010 – Purpose**

The purpose of this Chapter is to provide off-street parking and loading standards to:

- A. Provide for the general welfare and convenience of persons within the City by ensuring that sufficient parking facilities are available to meet the needs generated by specific uses and that adequate parking is provided, to the extent feasible;
- B. Provide accessible, attractive, secure, and well-maintained off-street parking and loading facilities;
- C. Increase public safety by reducing congestion on public streets and to minimize impacts to public street parking available for coastal access and recreation;
- D. Ensure access and maneuverability for emergency vehicles; and
- E. Provide loading and delivery facilities in proportion to the needs of allowed uses.

### **20.40.020 – Applicability**

- A. **Off-street parking required.** Each use, including a change or expansion of a use or structure, except as otherwise provided for in Chapter 20.38 (Nonconforming Uses and Structures) shall have appropriately maintained off-street parking and loading areas in compliance with the provisions of this Chapter. A use shall not be commenced and structures shall not be occupied until improvements required by this Chapter are satisfactorily completed.

- B. Change, enlargement, or intensification of use.** Changes in use and enlargement or intensification of an existing use shall require compliance with the off-street parking requirements of this Chapter, except as allowed in Chapter 20.38 (Nonconforming Uses and Structures).

#### **20.40.030 – Requirements for Off-Street Parking**

- A. Parking required to be on-site.** Parking shall be located on the same lot or development site as the uses served, except for the following:
- 1. Townhouses and multi-tenant uses.** Where parking is provided on another lot within the same development site, the parking shall be located within 200 feet of the units they are intended to serve.
  - 2. Off-site parking agreement.** Parking may be located off-site with the approval of an off-site parking agreement in compliance with Subsection 20.52.080.C (Parking agreement).
- B. Permanent availability required.** Each parking and loading space shall be permanently available and maintained for parking purposes for the use it is intended to serve. The Director may authorize the temporary use of parking or loading spaces for other than parking or loading in conjunction with a seasonal or intermittent use allowed in compliance with Section 20.52.040 (Limited Term Permit).
- C. Maintenance.** Parking spaces, driveways, maneuvering aisles, turnaround areas, and landscaping areas shall be kept free of dust, graffiti, and litter. Striping, paving, walls, light standards, and all other facilities shall be permanently maintained in good condition.
- D. Vehicles for sale.** Vehicles, trailers, or other personal property shall not be parked upon a private street, parking lot, or private property for the primary purpose of displaying the vehicle, trailer, or other personal property for sale, hire, or rental, unless the property is appropriately zoned, and the vendor is licensed to transact a vehicle sales business at that location.
- E. Calculation of spaces required.**
- 1. Fractional spaces.** Fractional parking space requirements shall be rounded up to the next whole space.
  - 2. Bench seating.** Where bench seating or pews are provided, 18 linear inches of seating shall be considered to constitute a separate or individual seat.
  - 3. Gross floor area.** References to spaces per square foot are to be calculated on the basis of gross floor area unless otherwise specified.
  - 4. Net public area.** "Net Public Area" shall be defined as the total area accessible to the public within an eating and/or drinking establishment, excluding kitchens, restrooms, offices pertaining to the use, and storage areas.
  - 5. Spaces per occupant.** References to spaces per occupant are to be calculated on the basis of maximum occupancy approved by the City of Newport Beach Fire Department.



6. **Spaces required for multiple uses.** If more than one use is located on a site, the number of required off-street parking spaces shall be equal to the sum of the requirements prescribed for each use.

- F. **Nonconforming parking and loading.** Land uses and structures that are non-conforming due solely to the lack of off-street parking or loading facilities required by this Chapter, shall be subject to the provisions of Section 20.38.060 (Nonconforming Parking).

### 20.40.040 – Off-Street Parking Spaces Required

Off-street parking spaces shall be provided in compliance with Table 3.11, below. These standards shall be considered the minimum required to preserve the public health, safety, and welfare, and more extensive parking provisions may be required by the review authority in particular circumstances. Unless otherwise noted parking requirements are calculated based on gross floor area.

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
<b>Industry, Manufacturing &amp; Processing, Warehousing Uses</b>	
Food Processing	1 per 2,000 sq. ft.
Handicraft Industry	1 per 500 sq. ft.
Industry	
Small - 5,000 sq. ft. or less	1 per 500 sq. ft.
Large - Over 5,000 sq. ft.	1 per 1,000 sq. ft.
Industry, Marine Related	1 per 750 sq. ft.
Personal Storage (Mini Storage)	2 for resident manager, plus additional for office as required by Minor Use Permit
Research and Development	1 per 500 sq. ft.
Warehousing and Storage	1 per 2,000 sq. ft., plus 1 per 350 sq. ft. for offices. Minimum of 10 spaces per use
Wholesaling	1 per 1,000 sq. ft.
<b>Recreation, Education, and Public Assembly Uses</b>	
Assembly/Meeting Facilities	1 per 3 seats or 1 per 35 sq. ft. used for assembly purposes
Commercial Recreation and Entertainment	As required by Conditional Use Permit
Cultural Institutions	1 per 300 sq. ft.
Schools, Public and Private	As required by Conditional/Minor Use Permit
<b>Residential Uses</b>	
Accessory Dwelling Units	1 per unit; a minimum of 2 covered per site.
Single-Unit Dwellings - Attached	2 per unit in a garage
Single-Unit Dwellings - Detached and less than 4,000 sq. ft. of <del>habitable</del> floor area	2 per unit in a garage

**GROSS**

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	<i>GROSS, excluding garage</i> Parking Spaces Required
Single-Unit Dwellings - Detached and 4,000 square ft. or greater of floor area	3 per unit in a garage <i>basement does count</i>
Single-Unit Dwellings - Balboa Island	2 per unit in a garage
Multi-Unit Dwellings - 3 units	2 per unit covered, plus guest parking; 1 - 2 units, no guest parking required 3 units, 1 guest parking space
Multi-Unit Dwellings - 4 units or more	2 per unit covered, plus 0.5 space per unit for guest parking
Two-Unit Dwellings	2 per unit; 1 in a garage and 1 covered or in a garage
Live/work units	2 per unit in a garage, plus 2 for guest/customer parking
Senior Housing - market rate	1.2 per unit
Senior Housing - affordable	1 per unit
<b>Retail Trade Uses</b>	
Appliances, Building Materials, Home Electronics, Furniture, Nurseries, and Similar Large Warehouse-type Retail Sales and Bulk Merchandise Facilities	1st 10,000 sq. ft. - 1 space per 300 sq. ft. Over 10,000 sq. ft. - 1 space per 500 sq. ft. Plus 1 per 1,000 sq. ft. of outdoor merchandise areas
Food and Beverage Sales	1 per 200 sq. ft.
<b>Marine Rentals and Sales</b>	
Boat Rentals and Sales	1 per 1,000 sq. ft. of lot area, plus 1 per 350 sq. ft. of office area
Marine Retail Sales	1 per 250 sq. ft.
Retail Sales	1 per 250 sq. ft.
Shopping Centers	1 per 200 sq. ft. See Section 20.40.050
<b>Service Uses - Business, Financial, Medical, and Professional</b>	
Convalescent Facilities	1 per 3 beds or as required by Conditional Use Permit
Emergency Health Facilities	1 per 200 sq. ft.
Financial Institutions and Related Services	1 per 250 sq. ft.
Hospitals	1 per bed; plus 1 per resident doctor and 1 per employee.
Offices* - Business, Corporate, General, Governmental	
First 50,000 sq. ft.	1 per 250 sq. ft. net floor area
Next 75,000 sq. ft.	1 per 300 sq. ft. net floor area
Floor area above 125,001 sq. ft.	1 per 350 sq. ft. net floor area
* Not more than 20% medical office uses.	
Offices - Medical and Dental Offices	1 per 200 sq.-ft.

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
Outpatient Surgery Facility	1 per 250 sq. ft.
<b>Service Uses - General</b>	
Adult-Oriented Businesses	1 per 1.5 occupants or as required by Conditional Use Permit
Ambulance Services	1 per 500 sq. ft.; plus 2 storage spaces.
Animal Sales and Services	
Animal Boarding/Kennels	1 per 400 sq. ft.
Animal Grooming	1 per 400 sq. ft.
Animal Hospitals/Clinics	1 per 400 sq. ft.
Animal Retail Sales	1 per 250 sq. ft.
Artists' Studios	1 per 1,000 sq. ft.
Catering Services	1 per 400 sq. ft.
<b>Care Uses</b>	
Adult Day Care – Small (6 or fewer)	Spaces required for dwelling unit only.
Adult Day Care - Large (7 or more)	2 per site for drop-off and pick-up purposes (in addition to the spaces required for the dwelling unit).
Child Day Care – Small (6 or fewer)	Spaces required for dwelling unit only.
Child Day Care - Large (9 to 14)	2 per site for drop-off and pick-up purposes (in addition to the spaces required for the dwelling unit).
Day Care - General	1 per 7 occupants based on maximum occupancy allowed per license.
Residential Care - General (7 to 14)	1 per 3 beds
<b>Eating and Drinking Establishments</b>	
Accessory (open to public)	1 per each 3 seats or 1 per each 75 sq. ft. of net public area., whichever is greater
Bars, Lounges, and Nightclubs	1 per each 4 persons based on allowed occupancy load or as required by Conditional Use Permit
Food Service with/without alcohol, with/without late hours	1 per 30-50 sq. ft. of net public area, including outdoor dining areas, but excluding the first 25% or 1,000 sq. ft. of outdoor dining area, whichever is less. See Section <del>20.40.000</del> 20.40.060
Food Service - Fast food	1 per 50 sq. ft., and 1 per 100 sq. ft. for outdoor dining areas
Take-Out Service - Limited	1 per 250 sq. ft.
Emergency Shelter	As required by Conditional Use Permit
Funeral Homes and Mortuaries	1 per 35 sq. ft. of assembly area
<b>Health/Fitness Facilities</b>	
Small - 2,000 sq. ft or less	1 per 250 sq. ft.
Large - Over 2,000 sq. ft.	1 per 200 sq. ft.

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
Laboratories (medical, dental, and similar)	1 per 500 sq. ft.
Maintenance and Repair Services	1 per 500 sq. ft.
Marine Services	
Boat Storage - Dry	0.33 per storage space or as required by Conditional Use Permit
Boat Yards	As required by Conditional Use Permit
Dry Docks	2 per dry dock
Entertainment and Excursion Services	1 per each 3 passengers and crew members
Marine Service Stations	As required by Conditional Use Permit
Sport Fishing Charters	1 per each 2 passengers and crew members
Water Transportation Services - Office	1 per 100 sq. ft., minimum 2 spaces
Personal Services	
Massage Establishments	1 per 200 sq. ft. or as required by Conditional Use Permit
Nail Salons	1 per 80 sq. ft.
Personal Services, General	1 per 250 sq. ft.
Studio (dance, music, and similar)	1 per 250 sq. Ft.
Postal Services	1 per 250 sq. ft.
Printing and Duplicating Services	1 per 250 sq. ft.
Recycling Facilities	
Collection Facility - Large	4 spaces minimum, but more may be required by the review authority
Collection Facility - Small	As required by the review authority
Visitor Accommodations	
Bed and Breakfast Inns	1 per guest room, plus 2 spaces
Hotels and accessory uses	As required by Conditional Use Permit
Motels	1 per guest room or unit
Recreational Vehicle Parks	As required by Conditional Use Permit
Time Shares	As required by Conditional Use Permit
<b>Transportation, Communications, and Infrastructure Uses</b>	
Communication Facilities	1 per 500 sq. ft.
Heliports and Helistops	As required by Conditional use Permit
Marinas	0.75 per slip or 0.75 per 25 feet of mooring space
<b>Vehicle Rental, Sale, and Service Uses</b>	
Vehicle/Equipment Rentals	
Office Only	1 per 250 sq. ft.
Limited	1 per 300 sq. ft., plus 1 per rental vehicle (not including bicycles and similar vehicles)

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
Vehicle/Equipment Rentals and Sales	1 per 1,000 sq. ft. of lot area
Vehicles for hire	1 per 300 sq. ft., plus 1 per each vehicle associated with the use and stored on the same site
Vehicle Sales, Office Only	1 per 250 sq. ft., plus 1 as required by DMV
Vehicle/Equipment Repair (General and Limited)	1 per 300 sq. ft. or 5 per service bay whichever is more
Vehicle/Equipment Services	
Automobile Washing	1 per 200 sq. ft. of office or lounge area; plus queue for 5 cars per washing station
Service Station	1 per 300 sq. ft. or 5 per service bay whichever is more; minimum of 4
Service Station with Convenience Market	1 per 200 sq. ft., in addition to 5 per service bay
Vehicle Storage	1 per 500 sq. ft.
<b>Other Uses</b>	
Caretaker Residence	1 per unit
Special Events	As required by Municipal Code Chapter 11.03
Temporary Uses	As required by the Limited Term Permit in compliance with Section 20.52.040

### 20.40.050 – Parking Requirements for Shopping Centers

- A. An off-street parking space requirement of 1 space for each 200 square feet of gross floor area may be used for shopping centers meeting the following criteria:
1. The gross floor area of the shopping center does not exceed 100,000 square feet; and
  2. The gross floor area of all eating and drinking establishments does not exceed 15 percent of the gross floor area of the shopping center.
- B. Individual tenants with a gross floor area of 10,000 square feet or more shall meet the parking space requirement for the applicable use in compliance with Section 20.40.040 (Off-street Parking Spaces Required), above.
- C. Shopping centers with a gross floor areas in excess of 100,000 square feet or with eating and drinking establishments occupying more than 15 percent of the gross floor area of the center shall use a parking requirement equal to the sum of the requirements prescribed for each use in the shopping center.

**20.40.060 – Parking Requirements for Food Service Uses**

- A. Establishment of parking requirement.** The applicable review authority shall establish the off-street parking requirement for food service uses within a range of one space for each 30 to 50 square feet of net public area based upon the following considerations:

**1. The physical design characteristics:**

- a. The gross floor area of the building or tenant space;
- d. The number of tables or seats and their arrangement;
- e. Other areas that should logically be excluded from the determination of net public area;
- f. The parking lot design, including the use of small car spaces, tandem and valet parking and loading areas;
- g. Availability of guest dock space for boats; and
- h. Extent of outdoor dining.

**2. Operational characteristics:**

- a. The amount of floor area devoted to live entertainment or dancing;
- b. The amount of floor area devoted to the sale of alcoholic beverages;
- c. The presence of pool tables, big screen televisions or other attractions;
- d. The hours of operation; and
- e. The expected turn over rate.

**3. Location of the establishment:**

- a. In relation to other uses and the waterfront;
- b. Availability of off-site parking nearby;
- c. Amount of walk-in trade; and
- d. Parking problems in the area at times of peak demand.

- B. Conditions of approval.** If during the review of the application, the review authority uses any of the preceding considerations as a basis for establishing the parking requirement, the substance of the considerations shall become conditions of the permit application approval and a change to any of the conditions will require an amendment to the permit application, which may be amended to establish parking requirements within the range as noted above.

**APPENDIX I**

**Parking Covenant and Agreement**

## **PARKING AUTHORIZATION AND LICENSE AGREEMENT**

This PARKING AUTHORIZATION AND LICENSE AGREEMENT (this "License Agreement") is made as of this April 13, 2011 by and between Ridgeway Development Company (the "Licensee") and Ampco System Parking (the "Licensor"), pursuant to which Licensor grants Licensee the right to use certain parking spaces located at 4100 Newport Place in Newport Beach, California (the "Parking Structure").

1. **PARKING SPACES:** Licensor hereby grants to Licensee a license to use on a nonexclusive basis, during the License Term (defined herein), up to SIXTEEN (16) unreserved parking spaces in the parking structure (the "Parking Spaces"). The location will be the top level of the parking structure.
2. **LICENSE TERM:** The term of this License Agreement (the "License Term") shall Commence on or about May 01, 2011 and will expire on April 30, 2012. Upon Expiration of the Initial Term, the License Agreement shall continue on a month-to-month basis subject to termination by either party upon by providing a thirty (30) day written notice.
3. **USE:** The Parking Spaces are only to be used by the Licensee and its employees and agents. Spaces are not intended for use by Licensee's visitors, invitees, contractors, or subcontractors. Licensee acknowledges that the Parking Spaces are only to be occupied by passenger vehicles.
4. **LICENSE/PARKING FEE:** For the Licensee Term, Licensee shall pay to Ampco System Parking on a monthly basis \$72.50 for each parking space requested by Licensee and for which a keycard is issued by Licensor ("Licensee Spaces") during any month. At Licensor's sole discretion, the monthly rate shall be subject to adjustment upon expiration of the initial License Term. The total parking used by Licensee will not exceed Sixteen (16) spaces. Licensee shall pay Licensor, on or before the commencement date of the License Term, Licensee's first (1<sup>st</sup>) month's license/parking fee in an amount equal to \$72.50 times the number of Licensee Spaces
5. **KEYCARD FEES:** Licensee shall pay to Licensor, concurrently with the commencement of the License Term, a non-refundable fee of Ten Dollars (\$10.00) per keycard requested. Licensee acknowledges that it shall be charged a Ten Dollar (\$10.00) fee by Licensor for each new or replace keycard .



6. **LIMITATION OF LIABILITY:** Upon receipt of the keycards, Licensee acknowledges that it shall be permitted to park one (1) vehicle within one (1) unreserved parking space in the Parking Structure for each parking space leased provided the use of all such Parking Spaces shall be at the risk of the Licensee. Licensor does not assume care, custody, or control of any vehicle or its contents.
7. **INDEMNIFICATION:** Licensee shall indemnify, defend and hold harmless Licensor and its partners and affiliated entities and their employees, partners, directors, agents, representatives, and professional consultants and its and their respective successors and assigns (collectively, the "Indemnities") from and against any loss, damage, injury, death, accident, fire or other casualty, liability, claim, cost or expense (including but not limited to reasonable attorneys' fees) of any kind or character to any person or property, including the property of the Indemnities (collectively, the "Claims"), arising, in whole or in part, from or relating to: (a) the use of the Parking Structure and the real property upon which the Parking Structure is situated (the "Property") by Licensee or its employees, (b) any act or omission of Licensee or any of its employees relative to the Property, (c) any bodily injury, property damage, accident, fire or other casualty to or involving Licensee or its employees and its or their property on the Property, (d) any loss of theft whatsoever of any property of anything placed or stored by Licensee or its employees on or about the Property, (e) any breach by Licensee of its obligation under this License Agreement, (f) any violation of any rule, ordinance, regulation or law, and (h) any bodily injury or property damage resulting from Licensee's access to the Property. In Addition to, and not in limitation of, Licensor's other rights and remedies under this License Agreement, should Licensee fail within thirty (30) days of written request from Licensor to acknowledge its indemnity obligation and obligation to assume the defense of the Indemnities from and against any Claim as provided in this Paragraph 7, then in any such case Licensor may, at its option, pay any such Claim or settle or discharge any action therefore or satisfy any judgment thereon, and all costs, expenses and other sums incurred by Licensor in connection therewith (including but not limited to reasonable attorneys' fees) shall be maximum contract rate permitted by law from the date incurred or paid until repaid and any default either in such initial failure to pay or subsequent repayment to Licensor shall, at Licensor's option, constitute a breach under this License Agreement. Except for Licensor's sole negligence or willful misconduct.
8. **RULES AND REGULATION:** Licensee shall provide to Licensor the license plate number or Vehicle Identification Number ("VIN") and/or stock number of any and all vehicles to be parked within the Parking Structure. The use of the Parking Spaces shall be subject to the Parking Rules and Regulations contained in Exhibit "A" attached hereto and any other reasonable, non-discriminatory rules and regulations adopted by Licensor and/or Licensor's parking operators from time to time, including any system for controlled ingress and egress and charging

visitors and invitees, with appropriate provision for validation of such charges. Licensee shall not use more parking privileges than its allotment and shall not use any parking spaces specifically assigned by Licensor to tenants of the building situated upon the Property (the "Building") or the project or for such other uses as visitor parking. Licensee's parking privileges shall be used only for parking by vehicles no larger than normally sized passenger automobiles or pick-up trucks. Licensee shall not permit or allow any vehicles that belong to or are controlled by Licensee or Licensee's employees to be parked in areas other than those designated by Licensor for such loading or unloading or unloading activities. If Licensee permits or allows any of the prohibited activities described herein, then Licensor shall have the right, without notice, in addition to such other rights and remedies that it may have, to remove or tow away the vehicle involved and charge the cost thereof Licensee, which cost shall be immediately payable by Licensee upon demand by Licensor.

9. **ASSIGNABILITY:** This license is personal to Licensee and Licensee shall not assign its rights under this License Agreement, whether voluntarily or by operation of law, and Licensee shall not permit the use of the Parking Spaces, or any part thereof, except in strict compliance with the provisions hereof, and any attempt to do so shall be null and void.
10. **GOVERNMENTAL REGULATIONS AND OTHER OBLIGATIONS OF LICENSEE:** Licensee's use of the Parking Structure shall comply with all applicable governmental ordinances, rules, laws, and regulations. All persons who enter upon the Property pursuant to this License Agreement do so at their own risk, and shall comply with any and all instructions and directions of Licensor or Licensor's authorized representatives. Licensee shall not bring, store or use any hazardous or toxic materials or substances on the Property.
11. **GOVERNING LAW:** The terms of this License Agreement shall be governed by and construed according to the laws of the State of California.
12. **TIME OF THE ESSENCE:** Time is of the essence as to each term, provision, condition and requirement contained in the License Agreement.
13. **MISCELLANEOUS:** This License Agreement constitutes the entire agreement between the parties hereto pertaining to the subject matter hereof and all prior and contemporaneous agreements, representations and understandings of the parties hereto, oral or written, are hereby superseded and merged herein. The headings of this License Agreement are for purpose of reference only and shall not limit or define the meaning of the provisions hereof. This License Agreement may be

executed in any number of counterparts, each of which shall be an original and all of which shall constitute the same instrument. Neither this License Agreement nor a short form memorandum or assignment hereof shall be filed or recorded in any public office. Any attorneys' fees or other costs incurred in clearing such cloud on title to the Property will be Licensee's sole cost and responsibility.

Please acknowledge your acceptance of these terms with your signature below.

Ridgeway Development Company

Ampco System Parking

By: \_\_\_\_\_ By: \_\_\_\_\_

Date: \_\_\_\_\_ Date: \_\_\_\_\_

## **PARKING RULES AND REGULATIONS**

In addition to the parking provisions contained in the License Agreement to which this Exhibit "A" is attached, the following rules and regulations shall apply with respect to the use of the Building's parking facilities.

1. Every parker is required to park and lock his/her own vehicle. All responsibility for damage to or loss of vehicles is assumed by the parker and Licensor shall not be responsible for any such damage or loss by water, fire, defective brakes, the act or omissions of others, theft, or for any other cause.
2. Licensee shall not park any vehicles in the Parking Structure other than automobiles, motorcycles, motor driven or non-motor driven bicycles or four wheeled trucks.
3. Parking stickers, keycards or any other device or form of identification supplied by Licensor as a condition of use of the parking facilities shall remain the property of Licensor. The serial number of the parking identification device may not be obliterated. Devices are not transferable and any device in the possession of an unauthorized holder will be void.
4. Intentionally deleted
5. Vehicles must be parked entirely within painted stall lines of a single parking stall.
6. All directional signs and arrows must be observed.
7. The speed limit within all parking areas shall be five (5) miles per hour.
8. Parking is prohibited: (a) in areas not striped for parking; (b) in aisles; (c) where "no parking" signs are posted; (d) on ramps; (e) in cross-hatched areas; and (f) in reserved spaces and in such other areas as may be designated by Licensor or Licensor's parking operator.
9. Loss or theft of parking identification devices must be reported to the management office immediately, and a lost or stolen report must be filed by the Licensee or user of such parking identification device at that time. Licensor has the right to exclude any vehicle from the parking facilities that does not have an identification device.

10. Any parking identification devices reported lost or stolen found on any unauthorized car will be confiscated and the illegal holder will be subject to prosecution.
11. Washing, waxing, cleaning, or servicing of any vehicle in any are not specifically reserved for such purpose is prohibited.
12. The parking operators, managers or attendants are not authorized to make or allow any exceptions to these rules and regulations.
13. Licensee's continued right to park in the parking facilities is conditioned upon Licensee abiding by these rules and regulations and those contained in this License Agreement.
14. Licensor reserves the right to establish and change parking fees, only in accordance with Section 4 of the License Agreement, and to modify and/or adopt such other reasonable and non-discriminatory rules and regulations for the parking facilities as it deems necessary for the operation of the parking facilities, and any violation of the rules shall subject the vehicle to removal, at such vehicle owner's expense.

When Recorded Return To:  
The Newport Project  
4101 MacArthur Blvd.  
Newport Beach, CA 92660

252/17

5.14.00

10443 775

RECIPROCAL PARKING AND MAINTENANCE AGREEMENT

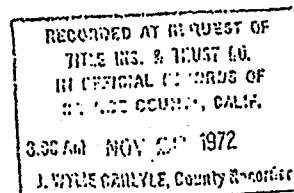
This Agreement made this 27 day of September  
1972, by and between THE NEWPORT PROJECT, a joint venture  
composed of Emkay Development Company, Inc. and Atlas Realty  
Company (hereinafter called "The Newport Project"), and EMKAY  
DEVELOPMENT COMPANY, INC. (hereinafter called "Emkay").

RECITALS

*1-1-80  
12-80  
13-80*  
A. The Newport Project is the owner of Lot 4 of  
Track 7770, recorded in book 299, pages 15-16 of Miscellaneous  
Maps, Records of Orange County, outlined in red on the parcel  
analysis attached hereto as Exhibit "A" and incorporated herein  
by this reference (the "Development").

B. Concurrently with the recording of this Agree-  
ment The Newport Project is deeding to Emkay the portion of  
the Development denominated Parcel 1 and outlined in green on  
Exhibit "A." The Newport Project intends to deed to others  
the portions of the Development delineated Parcels 2 and 3,  
outlined in yellow and in blue, respectively, on Exhibit "A."

C. The Newport Project and Emkay desire to establish  
integrated parking facilities and landscaped areas in the  
Development, and to provide for the maintenance of same,  
for the benefit of all of the Development, and for the common  
use and benefit of the present and future owners and lessees  
of Parcels within the Development, all as more specifically  
hereinafter set forth.



associated facilities. Each of the Parcel owners, their lessees, assigns and successors in interest, and their respective employees and invitees, shall be entitled to use the Common Areas, subject to such reasonable rules and regulations relating to such use as a majority of the Parcel owners may from time to time establish, including validation requirements.

3. Improvement. Each Parcel owner, or its successor in interest, shall, at its own expense, improve those portions of the Common Parking Areas and Landscaped Areas on its respective premises. Such work of improvement shall be performed pursuant to plans and specifications approved by Emkay and the Parcel owner.

4. Maintenance. From and after the Effective Date as to the first restaurant to be constructed Emkay shall, subject to the direction of a majority of the Parcel owners, operate, manage, police, light, repair and maintain the Common Areas.

5. Control. Subject to the direction of a majority of the Parcel owners, (Emkay) shall at all times during the Term hereof control the automobile parking areas, driveways, entrances and exits, landscaped areas, and the sidewalks and pedestrian passageways within the Common Areas, and may at any time and from time to time during the Term hereof restrain any use or occupancy thereof except as authorized by the rules and regulations for the use of such areas established by a majority of the Parcel owners from time to time. Emkay may temporarily close all or portions of the Common Areas for repairs or alterations, to prevent a dedication thereof or the accrual of prescriptive rights therein,

(b) The proportionate share of the Common Area costs of each Parcel owner shall be as follows:

(i) Upon the Effective Date as to the first owner to open for business, such owner shall pay 100% of the cost of maintaining and operating the Common Areas located on such party's Parcel.

(ii) Upon the Effective Date as to the second owner to open for business, the two owners so opened shall share the cost of operating and maintaining the Common Areas located on their two Parcels, in the proportion which the respective gross square footages of their two Parcels bear to each other.

(iii) Upon the Effective Date as to the third owner to open for business, and for the balance of the Term, the three Parcel owners shall share the cost of operating and maintaining all of the Common Areas located in the Development in the following percentages:

Owner of Parcel 1	38%
Owner of Parcel 2	25%
Owner of Parcel 3	37%

(c) Prior to the commencement of each calendar period of six (6) months during the Term, Emkay shall give each Parcel owner a written



estimate of their respective shares of such Common Area costs for the ensuing six (6) month period. Such estimated amount shall not exceed 110% of the actual share of such Parcel owner for the then current six (6) month period. Each Parcel owner shall pay such estimated amount to Emkay in equal monthly installments, in advance. Within ninety (90) days after the end of each such six (6) month period, Emkay shall furnish to each Parcel owner a statement showing in reasonable detail the costs and expenses incurred by Emkay for the operation and maintenance of the Common Areas during such period, and each Parcel owner shall promptly make any payment or allowance necessary to adjust each such party's estimated payment to such party's actual proportionate share of Common Area costs as shown by such annual statement.

7. Enforcement of Assessments.

(a) Failure to pay the estimated share of Common Area cost or any installment thereof, including any semi-annual adjustment, promptly and in any event within ten (10) days after written notice from Emkay of nonpayment, shall constitute a delinquency and default with respect to the Parcel to which such share relates. A majority of the Parcel owners is authorized and empowered to proceed in the event of any such default to collect each such delinquent individual assessment, together with interest upon the unpaid amount thereof at ten percent (10%) per annum from the date of such notice, until the same is fully paid, together

with recording fees, title costs, court costs, and reasonable attorney's fees.

(b) If and whenever a default occurs, as provided above, the non-defaulting Parcel owners shall be entitled to a lien against the Parcel to which such default relates, for the unpaid amount of such share of Common Area costs and the cost and expenses described above. In the event of any such default, then any non-defaulting Parcel owner may file for record in the office of the County Recorder of Orange County, California, a claim of lien, which shall contain at least:

- (i) A statement of the unpaid amount of the share of Common Area cost;
- (ii) A description sufficient for identification of the Parcel to which the default relates; and
- (iii) The name of the owner or reputed owner of the property described in (ii) above.

Such claim of lien shall be effective to establish a lien against the real property described in such claim, in the amount specified therein, together with interest at ten percent (10%) per annum from the date of notice of nonpayment, together with recording fees and reasonable costs of any title search or title policy before or after made or obtained in connection with such claim of lien or the foreclosure of the claim of lien, together with court costs and reasonable attorney's fees which may accrue in the enforcement of such lien.

(c) Such lien, when so established against the real property described in said claim, shall be prior and superior to any right, title, interest, lien, or claim which may be or may have been acquired in or attached to said real property subsequent to the time of filing such claim, except that such lien shall in any event be subordinate to the lien of any bona fide first trust deed upon such property. Such lien shall be for the use and benefit of the non-defaulting Parcel owners and may be enforced and foreclosed in a suit or action brought by any one or more of them in any court of competent jurisdiction, if brought within one year of the filing of such claim, in the same manner as if the amount of such lien had been evidenced by the promissory note of the person or persons who on the date of notice of nonpayment were the fee owners of the property subjected to such lien, and as if such note were secured by a real estate mortgage upon said real property duly executed by the fee owners of such property as of the time of recording and duly recorded at the time such claim was filed for record. In any such suit or action the plaintiffs shall be entitled to a personal judgment in the full amount of such lien against each person who was such fee owner on such date of notice of nonpayment. The net amount received on account of such lien or from any judgment with respect to such lien, if received after the close of the year for which such share was due, shall be applied against the non-defaulting Parcel owners' current shares of Common Area costs, until fully expended.

8. Binding Upon Successors. This Agreement shall be binding upon and inure to the benefit of the parties and their respective successors, assigns, lessees and sublessees. Upon transfer of the fee title to any Parcel to a successor which assumes in writing the obligations imposed by this Agreement, the transferor shall be relieved from all obligations accruing hereunder subsequent to the date of transfer.

9. Paragraph Headings. The paragraph headings used herein are for reference only, and shall not enter into the interpretation of this Agreement.

EXECUTED this 19th day of October, 1972.

*Must have Philip, Common  
consent to terminate - what  
if assign only admin. burdens  
- control subject to  
improvements (i.e. any 2) parcel  
owners, so how are they  
demanded?  
- suffice to have assignee of duties  
responsible just notify city &  
other lot owners?  
- assignee of ownership  
of parcel?*

EMKAY DEVELOPMENT COMPANY, INC.

By Edward J. Bannan

By R. A. Allen

THE NEWPORT PROJECT

By EMKAY DEVELOPMENT COMPANY, INC.

By Edward J. Bannan

By R. A. Allen

By ATLAS REALTY COMPANY

By R. Bannan

By W. J. Ferry

STATE OF TEXAS  
COUNTY OF HARRIS

On this 19th day of October, 1972, before me; the undersigned, a Notary Public for said County and State, personally appeared L. O. Benson and W. J. Perry, Jr. known to me to be the vice president and assistant secretary

respectively of Atlas Realty Company the corporation that executed the within instrument, said persons being known to me to be the persons who executed the within instrument on behalf of said corporation, said corporation being known to me to be one of the joint venturers of The Newport Project

the joint venture that executed the within instrument, and acknowledged to me that such corporation executed the same both individually and as joint venturer of said joint venture and that such joint venture also executed the same.

(SEAL)

Eileen T. Myerson  
Name (Typed or Printed)  
Notary Public in and for said  
County and State

My commission expires 6/1/73

EX-10443-100

86-149743

RECORDED IN OFFICIAL RECORDS  
OF ORANGE COUNTY, CALIFORNIA

-S 25 PM APR 15 '86

RECORDING  
PURCHASED BY

WHEN RECORDED, RETURN TO:  
LATHAM & WATKINS  
555 South Flower Street  
Los Angeles, CA 90071-2466  
Attn: J. K. Hachigian

*Office Branch* COUNTY  
RECORDING

\$19.00  
C6

COVENANT AND AGREEMENT  
REGARDING MAINTENANCE OF OFF-STREET  
PARKING SPACE AFFECTING  
PARCEL 1 OF PARCEL MAP FILED IN  
BOOK 45, PAGE 23 AND  
PARCEL 1 OF PARCEL MAP FILED IN  
BOOK 183 PAGES 14 THROUGH 15 OF  
PARCEL MAPS, IN THE OFFICE OF  
THE COUNTY RECORDER, ORANGE COUNTY, CALIFORNIA

86-149743

THIS COVENANT AND AGREEMENT FOR OFF-STREET PARKING SPACE (the "Agreement") is made as of January 14, 1986, between STUART MITCHELL KETCHUM, JR. ("Ketchum") and THE DEVIL'S TRIANGLE PARTNERSHIP, a California general partnership ("Devil's Triangle"). Ketchum owns the property situated in the State of California, County of Orange, City of Newport Beach described as follows:

Parcel 1 of Parcel Map 83-705 as per map filed in book 183, pages 14 and 15 of Parcel Maps in the Office of the Recorder of said County (hereinafter the "Continental Property");

and Devil's Triangle owns the adjoining property described as follows:

Parcel 1 as shown on a Parcel Map filed in book 45, page 23 of Parcel Maps in the Office of the Recorder of said County (hereinafter the "El Torito Property").

#### RECITAL

The Planning Commission of the City of Newport Beach, California (the "City") has approved, subject to certain conditions, Devil's Triangle's request to allow the use of an existing open courtyard for dining and drinking purposes in the El Torito Restaurant (located on the El Torito Property). One condition requires that a covenant for additional automobile parking spaces be established to run with the Continental Property for the benefit of the El Torito Property, and another condition requires a grant of an easement for and the construction of a sidewalk linking the covenanted parking spaces on the Continental Property to the El Torito Property. The purpose of this Agreement is to satisfy said conditions.

#### ARTICLE 1. COVENANT AND EASEMENT

Section 1.1 - GRANT OF COVENANT. The owner of the Continental Property hereby covenants and agrees to provide on the Continental Property, for the benefit of the El Torito Property, sixteen (16) automobile parking spaces together with a nonexclusive easement for access to, ingress to, egress from, and use and enjoyment of the parking spaces for (i) passage of vehicles, (ii) passage of pedestrian traffic, and (iii) other uses incidental to such passage;

86-149743

reserving, however, in favor of the owner of the Continental Property, all rights of access to, ingress to, egress from and use and enjoyment of the parking spaces not otherwise inconsistent with the parking rights granted herein.

Section 1.2 - GRANT OF EASEMENT. The owner of the Continental Property hereby grants a nonexclusive easement for the passage of pedestrian traffic, and other uses incidental to such passage, over the Continental Property from the parking spaces, as covenanted in Section 1.1, to the El Torito Property over such portion of the Continental Property as the owner thereof shall reasonably designate. The owner of the El Torito Property shall have the right, after obtaining the approval of the Continental Property owner, which such approval shall not be unreasonably withheld, to construct a sidewalk along the easement route. Such sidewalk shall be constructed and maintained at the sole expense of the owner of the El Torito Property. The owner of the Continental Property shall have the right, at its sole expense and subject to the approval of the owner of the El Torito Property, which such approval shall not be unreasonably withheld, to relocate the easement and reconstruct a sidewalk along the relocated easement route.

Section 1.3 - TEMPORARY LOSS OF PARKING SPACES. The owner of the Continental Property shall have the right from time to time, in order to accommodate construction or other activities on the Continental Property, to temporarily relocate some or all of the covenanted parking spaces to an off-site location (not on the Continental Property) which, under the then-present circumstances, will enable the owner of the El Torito Property to use the same with as little inconvenience to such owner as is practicable under the circumstances.

Section 1.4 - PARKING CHARGES. The owner of the Continental Property shall have the right to assess and collect from any person parking on the spaces covenanted in Section 1.1 a parking fee in the amount as follows:

- (a) As long as such parking spaces are surface parking, the fee shall be FORTY DOLLARS (\$40) per month per space.
- (b) If the parking spaces are located off-site on an interim basis pursuant to Section 1.3, the fee shall be an amount necessary to reimburse



86-149743

the owner of the Continental Property for its costs of providing each such interim parking space.

- (c) If the parking spaces are located within a parking structure, the fee shall be the greater of (i) EIGHTY DOLLARS (\$80) per month per space or (ii) the then-prevailing rate for such parking.

## ARTICLE 2. GENERAL PROVISIONS

Section 2.1 - TERM. This covenant and easement shall continue in effect until such time as the El Torito Property is no longer used as a restaurant. At the expiration of such term, the owner of the El Torito Property shall provide to the owner of the Continental Property a quitclaim deed or other documents necessary to eliminate of record the covenant and easement established by this Agreement.

Section 2.2 - COVENANTS TO RUN WITH LAND. The covenants and easements established herein are for the benefit of the El Torito Property and are intended to be and shall be construed as covenants running with the Continental Property and equitable servitudes upon the Continental Property and every part thereof. Furthermore, each and all of such covenants and easements shall be binding upon and burden, and shall inure to the benefit of, all persons having or acquiring any right, title or interest in the Continental Property, the El Torito Property or any part of either thereof, and their respective successors and assigns, all upon the terms, provisions and conditions set forth herein.

## Section 2.3 - GENERAL INTERPRETATION

(a) If any term, provision or condition contained in this Agreement (or the application of any such term, provision or condition) shall to any extent be invalid or unenforceable, the remainder of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

(b) When the context in which words are used herein indicates that such is the intent, words in the singular number shall include the plural and vice versa. All pronouns and any variations thereof shall be deemed to refer to all genders, and the term "person" shall include natural individuals, corporations, partnerships, unincorporated organizations, associations, trusts, estates and all other forms of

86-149743

entities. The captions of the Articles and Sections herein are for convenience of reference only and shall not be considered or referred to in resolving questions of interpretation or construction.

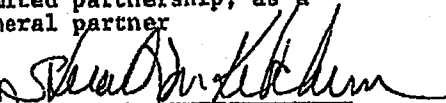
IN WITNESS WHEREOF, Ketchum and Devil's Triangle have executed this instrument as of the day and year first above written.

  
STUART MITCHELL KETCHUM, JR.

THE DEVIL'S TRIANGLE PARTNERSHIP

By:   
Stuart M. Ketchum  
as a general partner

By: SANTA ASSOCIATES, a California  
limited partnership, as a  
general partner

By:   
Stuart M. Ketchum, its  
sole general partner

85-149743

STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4-8-56 before me, the undersigned, a Notary Public in and for  
said State, personally appeared STUART MITCHELL KETCHUM, JR.

\_\_\_\_\_, personally known to me or  
proved to me on the basis of satisfactory evidence to be  
the person whose name IS subscribed to the  
within instrument and acknowledged that HE exe-  
cuted the same.

WITNESS my hand and official seal.

Signature

(This area for official notarial seal)

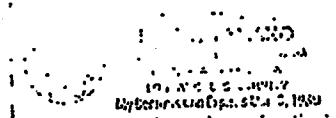
86-149743

STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4-8-76 before me, the undersigned, a Notary Public in and for  
said State, personally appeared STUART M. KETCHUM

                    , personally known to me or  
proved to me on the basis of satisfactory evidence to be  
the person                      who executed the within instrument as  
A GENERAL PARTNER of the partners of the partnership  
that executed the within instrument, and acknowledged  
to me that such partnership executed the same.  
WITNESS my hand and official seal.

Signature J. C. [Signature]



(This area for official notarial seal)

86-149743

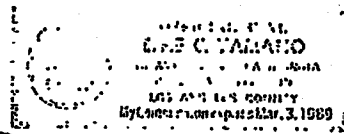
STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4.8.86 before me, the undersigned, a Notary Public in and for  
said State, personally appeared STUART M. KETCHUM  
personally known to me or proved to me on the basis of satisfactory evidence to be the person who executed  
the within instrument as SOLE GENERAL PARTNER of the partners of SANTA ASSOCIATES

the partnership that executed the within instrument, and  
acknowledged to me that they executed the same on  
behalf of THE DEVIL'S TRIANGLE  
PARTNERSHIP a partnership, and that  
said last named partnership executed the same.  
WITNESS my hand and official seal.

Signature

[Signature]



(This area for official notarial seal)

GOVERNMENT CODE 27361.7

I certify under penalty of perjury that the notary seal on the document  
to which this statement is attached reads as follows:

Name of Notary EFFIE C. YAMAMOTO

Date Commission Expires MARCH 3 1989

County where bond is filed LOS ANGELES

Place of Execution SANTA ANA

Date 4/15/86

SIGNATURE

[Signature]

## **Attachment No. PC 6**

Parking Management Plan by Kunzman  
Associates, Inc.



# KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

June 16, 2011

Mr. Tod Ridgeway  
RIDGEWAY DEVELOPMENT  
2804 Lafayette Avenue  
Newport Beach, CA 92663

Dear Mr. Ridgeway:

## INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this parking management plan for the 4221 Dolphin Striker project in the City of Newport Beach. The purpose of this parking management plan is to determine existing conditions, anticipate peak parking demand, and describe the implementation of a parking management strategy that will develop optimal parking conditions at the 4221 Dolphin Striker project site. The project site is located at 4221 Dolphin Striker Way in the City of Newport Beach (see Figure 1).

This report summarizes our methodology, analysis and findings. We trust that the findings, which are summarized in the front of the report, will be of immediate as well as continuing value to you and the City of Newport Beach in evaluating the proposed development.

## FINDINGS

1. The project site is located at 4221 Dolphin Striker Way in the City of Newport Beach.
2. A total of 211 on-site shared parking spaces are currently provided for the entire site. The project site also has obtained an additional 32 off-site parking spaces.
3. The maximum number of occupied parking spaces at the 4221 Dolphin Striker project is 133 parked vehicles on a Friday from 5:30 PM to 6:00 PM.
4. The maximum number of occupied parking spaces at the 4221 Dolphin Striker project is 52 parked vehicles on a Saturday from 10:30 PM to 11:00 PM.
5. Based upon the City of Newport Beach Parking Code requirements, a total of 104 parking spaces are required for the proposed project land uses.

6. Based upon the shared parking analysis, the total maximum projected parking demand of 225 occupied parking spaces for the entire site results in a deficiency of three (3) parking spaces for the existing and proposed land uses based upon the proposed 222 parking spaces.
7. Employees of the proposed project land uses should be required to park in the off-site parking structure. Incentives such as a parking cash-out for employees who choose not to drive to work may help reduce the cost of maintaining off-site parking spaces.
8. Install and enforce parking regulation signs, such as "Customer Only", to prevent spillover from adjacent land uses. Parking regulation must be enforced to be effective.
9. Based upon the parking management plan, the projected peak parking demand of 190 occupied parking spaces will allow for parking on-site and provide sufficient additional parking for the existing and proposed land uses based upon the proposed 190 on-site parking spaces and 32 off-site parking spaces.
10. It is recommended that the 32 off-site parking spaces be maintained as needed and a waiver of the three (3) deficient parking spaces be allowed in conjunction with implementation of the parking management plan.

## PROJECT DESCRIPTION

The project site is located at 4221 Dolphin Striker Way in the City of Newport Beach (see Figure 1). The proposed project site plan is shown on Figure 2. As shown on Figure 2, the proposed project will consist of two free-standing, single-story buildings. The approximately 13,525 square foot development will consist of 4,525 gross square feet of retail, 4,000 gross square feet of bank, 4,000 gross square feet of high-turnover restaurant, and 1,000 gross square feet of fast food restaurant uses.

## EXISTING CONDITIONS

The project site is currently developed with a vacant quality restaurant. Parking is provided via a surface parking lot shared by three parcels:

- 1) The proposed project site (currently vacant quality restaurant) – 78 parking spaces
- 2) Saagar Fine Cuisine of India – 59 parking spaces
- 3) Classic Q Billiards and Sports Club – 74 parking spaces

The surface parking lot currently provides a total of 211 shared parking spaces. In addition, the project site initially had reserved 16 off-site parking spaces located at a parking structure southwest of the project site. Recently, the project site has obtained an additional 16 spaces in the same parking structure for a total of 32 off-site parking spaces. Appendix A contains a copy of all off-site and shared parking agreements.



The existing quality restaurant (currently vacant) required 105 parking spaces per UP2008-043 (at one space per 40 square feet of net public area). Saagar Fine Cuisine of India requires 54 parking spaces per UP2005-004 (at one space per 50 square feet of net public area) and Classic Q Billiards and Sports Club requires 80 parking spaces per UP3392.

## **PARKING SURVEY**

The surface parking lot is shared by three land uses (see Table 1). A survey of the shared surface parking lot was conducted to establish the parking demand for the existing land uses. Based upon discussions with City of Newport Beach staff, the study periods for parking at the project site were determined to be 6:00 AM to 12:00 AM on a Friday and 6:00 AM to 12:00 AM on a Saturday. To quantify the existing parking demand for the project site, the existing parking demand was determined by surveying the project site at 30-minute intervals on Friday (February 11, 2011) and Saturday (February 12, 2011). For purposes of the parking survey, the shared surface project parking lot was divided in eight (8) parking zones as shown on Figure 3.

The number of existing parking spaces in each parking zone was field inventoried and included within Tables 2 and 3. Based upon the field inventory, a total of 211 parking spaces are currently provided at the surface parking lot (not including 32 off-site parking spaces).

The existing parking surveys are shown in Tables 2 and 3. As indicated in Table 2, the parking survey conducted on Friday (February 11, 2011) shows the maximum number of occupied parking spaces is 133 parked vehicles from 5:30 PM to 6:00 PM. This is a maximum parking occupancy of 63 percent ( $133/211 = 63\%$ ). As indicated in Table 3, the parking survey conducted on Saturday (February 12, 2011) shows the maximum number of occupied parking spaces is 52 parked vehicles from 10:30 PM to 11:00 PM. This is a maximum parking occupancy of 25 percent ( $52/211 = 25\%$ ). Figure 4 illustrates a graphical summary of the parking survey.

It should be noted that one vehicle was illegally parked in Zone H from 9:00 AM - 11:30 AM. Vehicles parked in Zone H from 6:00 AM - 7:00 PM are likely for users of the office building to the south of the project site.

## **PARKING CODE**

The City of Newport Beach Parking Code requirements are included within Appendix B. Based upon the City of Newport Beach Parking Code requirements, a total of one (1) parking space for every 250 square feet of net floor area is required for retail, one (1) parking space for every 250 square feet of gross floor area is required for financial institutions, one (1) parking space for every 40 square feet of net public area is required for high-turnover restaurant, and one (1) parking space for every 50 square feet of gross floor area is required for fast food restaurant.

Table 4 calculates the number of parking spaces required for the project site based upon the City of Newport Beach Parking Code. The proposed land uses at the project site were calculated utilizing the

retail, financial institution, high-turnover restaurant, and fast food restaurant parking code requirements.

The proposed 4,525 square feet of retail use would require approximately 18 parking spaces by using the parking ratio of one space per 250 square feet of net floor area  $[(4,525 \text{ sf.} - 200 \text{ sf. utility room}) \div 250 \text{ sf.} = 17.3 \approx 18 \text{ spaces}]$ . The 4,000 gross square feet of bank use would require approximately 16 parking spaces by using the parking ratio of one space per 250 square feet of gross floor area  $(4,000 \text{ sf.} \div 250 \text{ sf.} = 16 \text{ spaces})$ . The 4,000 gross square feet of high turn-over dining establishments would require approximately 50 parking spaces by using the parking ratio of one space per 40 square feet of net public area  $(4,000 \text{ sf.} \div 2 \text{ (assuming 50\% of total gross area is allocated for net public area)} \div 40 \text{ sf.} = 2,000 \text{ sf.} \div 40 \text{ sf.} = 50 \text{ spaces})$ . The fast food restaurant use would generate a parking demand of approximately 20 spaces by using the parking ratio of one space per 50 square feet of gross floor area  $(1,000 \text{ sf.} \div 50 \text{ sf.} = 20 \text{ spaces})$ . The total parking demand per City of Newport Beach Parking Code for the proposed project is 104 parking spaces.

#### SHARED PARKING ANALYSIS

The idea of a shared parking analysis is that if the various land uses have peak parking demands at different points in time, or on different days of the week, then the number of parking spaces required is not the sum of the parking requirements for each land use, but rather less. If the peak demands for the various land uses are non-coincidental, then there is an opportunity for sharing of parking. To determine the degree to which shared parking can occur, the cumulative hourly parking demand of the land uses is calculated at all points in time throughout the day for both weekdays and weekends. In this case, Friday has been determined to be the peak day based upon the existing parking demand survey.

Kunzman Associates, Inc. has utilized time-of-day factors and the parking rates for weekday and weekend parking demand for customer/visitor and employee as developed by the Urban Land Institute Shared Parking (2005). The Urban Land Institute procedures were utilized in this study to evaluate peak parking demand that would occur for the project at any point in time when day of week and hourly factors are utilized. Per the Urban Land Institute, weekend rates and factors are applied to Friday after 5:00 PM.

To conduct a shared parking analysis, it is necessary to disaggregate the parking code into weekday and weekend as well as customer/visitor/guest and employee/resident parking space demands. Based on the City of Newport Beach Parking Code and the Urban Land Institute recommended parking ratios for weekdays and weekends, the disaggregated parking rates are shown in Table 5.

Table 6 shows the expected hourly peak parking demand of the proposed project land uses for both a Friday, which has been assumed as the peak day based upon the existing parking demand survey. Table 7 shows the cumulative parking demand peaks for the proposed project land uses combined with the existing parking demand for the projected peak Friday.

Based upon the shared parking analysis, the maximum parking demand for the entire site during peak hours is 225 parked vehicles.

The proposed project site plan will reconfigure the surface parking lot layout on Parcel 1 to provide 57 on-site parking spaces. The total proposed on-site parking spaces for the entire site is 190 spaces. Including the 32 off-site parking spaces and the entire surface parking lot, the proposed project will provide a total of 222 parking spaces for the entire site.

The total maximum projected parking demand of 225 occupied parking spaces for the entire site results in a deficiency of three (3) parking spaces for the existing and proposed land uses based upon the proposed 222 parking spaces. A summary of the shared parking analysis findings is provided in Table 8.

### **PARKING MANAGEMENT PLAN**

The goal of any parking management plan is to develop policies or programs that result in more efficient use of parking resources.

A common misconception is that an abundant parking supply is always desirable. While having too much parking will guarantee sufficient parking supply, it can also have adverse effects such as encouraging automobile use when other modes of transportation are available. In this case, many of the nearby office buildings may choose to drive because there is excess parking supply whereas walking would be a more viable option under optimal parking conditions. The price to provide additional parking can also prove costly to developers, tenants, and users. In many cases, the peak parking demand only occurs once a week, or even a few times per year. The remainder of the time, excess parking is unused and wasteful. Sufficient parking supply should be provided; however, many of the standards used to determine parking supply err towards oversupply.

The following paragraphs describe how to make the proposed parking supply most efficient.

#### Pedestrian Accessibility

Based upon transportation planning experience, 1,000 feet is considered to be a convenient pedestrian walking distance. Figure 5 highlights the pedestrian walkways and demonstrates that the project site has a high pedestrian potential. The same requirements in the City of Newport Beach Parking Code would be applied to a location that has limited pedestrian accessibility. Because of the high pedestrian accessibility and potential of the project site, the parking demand is expected to be less than required by the City of Newport Beach Parking Code; however, sufficient parking is expected to be provided with implementation of the parking management plan and no reductions have been made for high pedestrian accessibility.

#### Spillover From Adjacent Land Uses

The existing parking survey seemed to indicate the possibility that users of the adjacent land uses were occupying parking spaces at the project site. Specifically, parking zones D, G, and H are closest to the vacant project, but still showed occupied parking spaces. Furthermore, these parking zones are easily accessible to the office building located south of the project site. To verify these conditions, spot checks

of the parking conditions at the parking zones in question were conducted on a Friday (June 10, 2011) by noting the first four digits of parked vehicle license plates (see Appendix C).

An initial spot check between 7:30 AM and 8:30 AM witnessed at least ten (10) drivers that parked in zones D, G, or H and entered the adjacent office building. Two more spot checks were taken at 12:30 PM and 5:00 PM and noted several vehicles parked near the adjacent office building during at least two of the spot checks. It should also be noted that two people who entered the office building walked from the direction of parking zone B and at least two vehicles were parked in Zone B during all three spot checks. It is possible that other parking zones may have experienced spillover.

Based upon the spot checks, it can be concluded that spillover from adjacent land uses is a significant factor in the existing parking conditions of the project site and the existing parking demand is believed to be overstated by approximately 15-20 vehicles during the projected peak period.

#### Parking Management Strategies

The following parking management strategies are recommended to ensure the proposed parking resources are used efficiently:

- 1) Employees of the proposed project land uses should be required to park in the off-site parking structure. Incentives such as a parking cash-out for employees who choose not to drive to work may help reduce the cost of maintaining off-site parking spaces.
- 2) Install and enforce parking regulation signs, such as "Customer Only", to prevent spillover from adjacent land uses. Parking regulation, such as tow-away, should be enforced to be effective.

As shown on Table 5, the number of employees at the proposed project is expected to be 20. Tow-away enforcement of parking regulation will ensure that spillover does not occur upon project completion. As shown on Table 9, the projected peak parking demand of 190 occupied parking spaces will allow for parking on-site and provide sufficient additional parking for the existing and proposed land uses based upon the proposed 190 on-site parking spaces and 32 off-site parking spaces with implementation of the parking management plan.

#### Alternatives

The parking supply is not anticipated to be deficient with the above measures; however, one or more of the following alternatives may be implemented to further manage parking demand should it be necessary upon project completion:

- 1) Encourage employees of Saagar Fine Cuisine of India and Classic Q Billiards and Sports Club to park at the off-site parking structure.

Mr. Tod Ridgeway  
RIDGEWAY DEVELOPMENT  
June 16, 2011

- 2) Rope off an area of the parking lot for tandem parking during the peak parking periods. This will require a parking attendant. A tandem parking operation plan shall be provided if this is proposed.
- 3) Provide a complimentary valet system during peak parking periods. Valeted vehicles should be parked off-site. A valet operation plan shall be provided if this is proposed.

## CONCLUSIONS

Based upon the parking management plan, the projected peak parking demand of 190 occupied parking spaces will allow for parking on-site and provide sufficient additional parking for the existing and proposed land uses based upon the proposed 190 on-site parking spaces and 32 off-site parking spaces. It is recommended that the 32 off-site parking spaces be maintained as needed and a waiver of the three (3) deficient parking spaces be allowed in conjunction with implementation of the parking management plan.

The City of Newport Beach should periodically review parking operations in the vicinity of the project once the project is constructed to assure that the parking operations are satisfactory. Should it be deemed necessary upon project completion, one or more of the alternative measures may be implemented to further manage parking demand at the proposed project site.

It has been a pleasure to service your needs on the 4221 Dolphin Striker project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.



Carl Ballard  
Principal Associate

#4902a



KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.  
Principal

**Table 1**

**Existing Project Land Uses**

Tenant	Parcel	Land Use	Quantity	Units <sup>1</sup>	Hours of Operation
Quality Restaurant (Vacant)	Parcel 1	N/A	7.996	TSF	N/A
Saagar	Parcel 2	Restaurant	7.015	TSF	11:00 AM - 12:00 AM Daily
Classic Q	Parcel 3	Restaurant	7.870	TSF	10:00 AM - 2:00 AM Daily

<sup>1</sup> TSF = Thousand Square Feet

Table 2

## Friday (February 11, 2011) Parking Count

Time Period	Number of Parked Vehicles and Percentage of Occupied Parking Spaces																	
	Parking Zone A		Parking Zone B		Parking Zone C		Parking Zone D		Parking Zone E		Parking Zone F		Parking Zone G		Parking Zone H <sup>1</sup>		Total <sup>2</sup>	
Parking Spaces Provided	10		32		37		46		40		26		13		7		211	
6:00 AM - 6:30 AM	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	2	8%	1	14%	3	1%
6:30 AM - 7:00 AM	1	10%	2	6%	1	3%	0	0%	2	5%	0	0%	3	12%	1	14%	10	5%
7:00 AM - 7:30 AM	1	10%	2	6%	2	5%	1	2%	2	5%	0	0%	5	19%	3	43%	16	8%
7:30 AM - 8:00 AM	1	10%	2	6%	4	11%	3	7%	3	8%	1	4%	5	19%	3	43%	22	10%
8:00 AM - 8:30 AM	1	10%	4	13%	3	8%	8	17%	3	8%	1	4%	7	27%	7	100%	34	16%
8:30 AM - 9:00 AM	2	20%	5	16%	2	5%	13	28%	4	10%	1	4%	10	38%	7	100%	44	21%
9:00 AM - 9:30 AM	1	10%	5	16%	3	8%	19	41%	7	18%	1	4%	12	46%	8	114%	56	27%
9:30 AM - 10:00 AM	2	20%	5	16%	3	8%	23	50%	9	23%	1	4%	13	50%	8	114%	64	30%
10:00 AM - 10:30 AM	2	20%	7	22%	4	11%	24	52%	9	23%	1	4%	13	50%	8	114%	68	32%
10:30 AM - 11:00 AM	3	30%	7	22%	4	11%	24	52%	9	23%	1	4%	13	50%	8	114%	69	33%
11:00 AM - 11:30 AM	5	50%	7	22%	6	16%	23	50%	8	20%	1	4%	13	50%	8	114%	71	34%
11:30 AM - 12:00 PM	8	80%	11	34%	13	35%	24	52%	14	35%	2	8%	13	50%	6	86%	91	43%
12:00 PM - 12:30 PM	9	90%	20	63%	24	65%	25	54%	16	40%	3	12%	13	50%	6	86%	116	55%
12:30 PM - 1:00 PM	8	80%	26	81%	22	59%	27	59%	15	38%	8	31%	13	50%	7	100%	126	60%
1:00 PM - 1:30 PM	8	80%	14	44%	19	51%	25	54%	11	28%	5	19%	13	50%	7	100%	102	48%
1:30 PM - 2:00 PM	8	80%	10	31%	14	38%	24	52%	10	25%	4	15%	12	46%	7	100%	89	42%
2:00 PM - 2:30 PM	8	80%	9	28%	12	32%	20	43%	10	25%	2	8%	11	42%	7	100%	79	37%
2:30 PM - 3:00 PM	8	80%	9	28%	12	32%	19	41%	9	23%	2	8%	10	38%	7	100%	76	36%
3:00 PM - 3:30 PM	7	70%	14	44%	29	78%	18	39%	18	45%	4	15%	10	38%	6	86%	106	50%
3:30 PM - 4:00 PM	8	80%	15	47%	29	78%	19	41%	18	45%	4	15%	10	38%	7	100%	110	52%
4:00 PM - 4:30 PM	9	90%	18	56%	27	73%	18	39%	18	45%	4	15%	11	42%	5	71%	110	52%
4:30 PM - 5:00 PM	10	100%	21	66%	29	78%	21	46%	16	40%	7	27%	11	42%	5	71%	120	57%
5:00 PM - 5:30 PM	10	100%	29	91%	33	89%	17	37%	17	43%	6	23%	11	42%	5	71%	128	61%
5:30 PM - 6:00 PM	10	100%	31	97%	32	86%	19	41%	21	53%	9	35%	8	31%	3	43%	<b>133</b>	63%
6:00 PM - 6:30 PM	10	100%	25	78%	27	73%	16	35%	21	53%	8	31%	5	19%	1	14%	113	54%
6:30 PM - 7:00 PM	10	100%	16	50%	29	78%	13	28%	19	48%	7	27%	3	12%	0	0%	97	46%
7:00 PM - 7:30 PM	10	100%	23	72%	31	84%	16	35%	17	43%	8	31%	3	12%	0	0%	108	51%
7:30 PM - 8:00 PM	10	100%	29	91%	32	86%	18	39%	15	38%	8	31%	2	8%	0	0%	114	54%
8:00 PM - 8:30 PM	9	90%	33	103%	31	84%	15	33%	15	38%	6	23%	4	15%	0	0%	113	54%
8:30 PM - 9:00 PM	7	70%	28	88%	24	65%	16	35%	10	25%	3	12%	4	15%	1	14%	93	44%
9:00 PM - 9:30 PM	6	60%	27	84%	25	68%	13	28%	8	20%	2	8%	4	15%	1	14%	86	41%
9:30 PM - 10:00 PM	5	50%	27	84%	26	70%	13	28%	7	18%	2	8%	4	15%	1	14%	85	40%
10:00 PM - 10:30 PM	5	50%	27	84%	20	54%	12	26%	5	13%	2	8%	3	12%	1	14%	75	36%
10:30 PM - 11:00 PM	4	40%	26	81%	19	51%	12	26%	6	15%	3	12%	3	12%	1	14%	74	35%
11:00 PM - 11:30 PM	6	60%	23	72%	20	54%	12	26%	4	10%	3	12%	3	12%	1	14%	72	34%
11:30 PM - 12:00 AM	7	70%	17	53%	16	43%	6	13%	3	8%	3	12%	3	12%	1	14%	56	27%

**133** Maximum number of occupied parking spaces - 133 vehicles from 5:30 PM - 6:00 PM

<sup>1</sup> One vehicle was illegally parked from 9:00 AM - 11:30 AM. Vehicles parked in Zone H from 6:00 AM - 7:00 PM are likely for users of the office building to the south of the project site.

<sup>2</sup> Does not include the 32 off-site parking spaces located in a nearby parking structure, which have been assumed to be unoccupied due to the vacancy of the existing quality restaurant on Parcel 1.

Table 3

## Saturday (February 12, 2011) Parking Count

	Number of Parked Vehicles and Percentage of Occupied Parking Spaces																	
Time Period	Parking Zone A		Parking Zone B		Parking Zone C		Parking Zone D		Parking Zone E		Parking Zone F		Parking Zone G		Parking Zone H		Total <sup>1</sup>	
Parking Spaces Provided	10		32		37		46		40		26		13		7		211	
6:00 AM - 6:30 AM	0	0%	2	6%	2	5%	0	0%	2	5%	0	0%	0	0%	0	0%	6	3%
6:30 AM - 7:00 AM	0	0%	2	6%	2	5%	0	0%	2	5%	0	0%	0	0%	0	0%	6	3%
7:00 AM - 7:30 AM	0	0%	2	6%	2	5%	0	0%	2	5%	0	0%	0	0%	1	14%	7	3%
7:30 AM - 8:00 AM	0	0%	2	6%	2	5%	0	0%	2	5%	1	4%	0	0%	1	14%	8	4%
8:00 AM - 8:30 AM	0	0%	2	6%	1	3%	0	0%	3	8%	1	4%	1	4%	4	57%	12	6%
8:30 AM - 9:00 AM	0	0%	2	6%	2	5%	1	2%	3	8%	0	0%	1	4%	5	71%	14	7%
9:00 AM - 9:30 AM	0	0%	2	6%	2	5%	1	2%	2	5%	0	0%	1	4%	6	86%	14	7%
9:30 AM - 10:00 AM	0	0%	2	6%	2	5%	1	2%	1	3%	0	0%	1	4%	5	71%	12	6%
10:00 AM - 10:30 AM	2	20%	4	13%	2	5%	1	2%	1	3%	0	0%	1	4%	7	100%	18	9%
10:30 AM - 11:00 AM	0	0%	2	6%	1	3%	2	4%	1	3%	0	0%	1	4%	7	100%	14	7%
11:00 AM - 11:30 AM	1	10%	3	9%	3	8%	1	2%	2	5%	0	0%	1	4%	7	100%	18	9%
11:30 AM - 12:00 PM	0	0%	2	6%	3	8%	1	2%	2	5%	0	0%	1	4%	7	100%	16	8%
12:00 PM - 12:30 PM	5	50%	4	13%	10	27%	2	4%	3	8%	1	4%	1	4%	6	86%	32	15%
12:30 PM - 1:00 PM	5	50%	3	9%	16	43%	2	4%	2	5%	2	8%	2	8%	6	86%	38	18%
1:00 PM - 1:30 PM	9	90%	4	13%	20	54%	1	2%	3	8%	2	8%	1	4%	4	57%	44	21%
1:30 PM - 2:00 PM	10	100%	3	9%	13	35%	1	2%	5	13%	2	8%	1	4%	5	71%	40	19%
2:00 PM - 2:30 PM	8	80%	3	9%	12	32%	1	2%	4	10%	0	0%	1	4%	5	71%	34	16%
2:30 PM - 3:00 PM	7	70%	2	6%	6	16%	2	4%	3	8%	0	0%	1	4%	5	71%	26	12%
3:00 PM - 3:30 PM	4	40%	2	6%	5	14%	2	4%	3	8%	2	8%	1	4%	6	86%	25	12%
3:30 PM - 4:00 PM	3	30%	3	9%	5	14%	2	4%	1	3%	2	8%	1	4%	4	57%	21	10%
4:00 PM - 4:30 PM	4	40%	4	13%	5	14%	2	4%	2	5%	0	0%	1	4%	6	86%	24	11%
4:30 PM - 5:00 PM	6	60%	3	9%	4	11%	2	4%	2	5%	0	0%	1	4%	5	71%	23	11%
5:00 PM - 5:30 PM	5	50%	3	9%	6	16%	2	4%	1	3%	0	0%	0	0%	0	0%	17	8%
5:30 PM - 6:00 PM	5	50%	4	13%	14	38%	2	4%	1	3%	0	0%	0	0%	0	0%	26	12%
6:00 PM - 6:30 PM	6	60%	5	16%	14	38%	1	2%	1	3%	0	0%	0	0%	0	0%	27	13%
6:30 PM - 7:00 PM	4	40%	5	16%	13	35%	0	0%	3	8%	0	0%	0	0%	0	0%	25	12%
7:00 PM - 7:30 PM	5	50%	4	13%	14	38%	0	0%	2	5%	1	4%	0	0%	0	0%	26	12%
7:30 PM - 8:00 PM	5	50%	7	22%	12	32%	0	0%	4	10%	1	4%	0	0%	0	0%	29	14%
8:00 PM - 8:30 PM	4	40%	7	22%	19	51%	0	0%	4	10%	1	4%	0	0%	0	0%	35	17%
8:30 PM - 9:00 PM	4	40%	5	16%	18	49%	0	0%	4	10%	2	8%	0	0%	0	0%	33	16%
9:00 PM - 9:30 PM	5	50%	8	25%	19	51%	0	0%	4	10%	1	4%	1	4%	0	0%	38	18%
9:30 PM - 10:00 PM	9	90%	10	31%	15	41%	0	0%	6	15%	2	8%	1	4%	0	0%	43	20%
10:00 PM - 10:30 PM	10	100%	11	34%	22	59%	0	0%	5	13%	1	4%	1	4%	0	0%	50	24%
10:30 PM - 11:00 PM	10	100%	11	34%	23	62%	0	0%	7	18%	1	4%	0	0%	0	0%	<u>52</u>	25%
11:00 PM - 11:30 PM	9	90%	11	34%	18	49%	0	0%	6	15%	1	4%	0	0%	0	0%	45	21%
11:30 PM - 12:00 AM	10	100%	7	22%	22	59%	2	4%	4	10%	2	8%	0	0%	0	0%	47	22%

<sup>52</sup> Maximum number of occupied parking spaces - 52 vehicles from 10:30 PM - 11:00 PM.

<sup>1</sup> Does not include the 32 off-site parking spaces located in a nearby parking structure, which have been assumed to be unoccupied due to the vacancy of the existing quality restaurant on Parcel 1.



**Table 4**

**Parking Spaces Required By City of Newport Beach Parking Code<sup>1</sup>**

Land Use	Quantity	Units <sup>2</sup>	Parking Code	Parking Code Requirement
Retail <sup>3</sup>	4.325	TSF	1 parking space per 250 square feet of net floor area	18
Bank	4.000	TSF	1 parking space per 250 square feet of gross floor area	16
High-Turnover Restaurant <sup>4</sup>	2.000	TSF	1 parking space per 40 square feet of net public area	50
Fast Food Restaurant	1.000	TSF	1 parking space per 50 square feet of gross floor area	20
Total				104

<sup>1</sup> See Appendix H.

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> TSF based upon net floor area.

<sup>4</sup> TSF based upon net public area.

**Table 5**  
**Parking Code Requirements<sup>1</sup>**

Land Use	Quantity	Units <sup>2</sup>	City Parking Code <sup>4</sup>	Weekday Requirements <sup>3</sup>			Weekend Requirements		
				Customer/ Visitor/Guest	Employee/ Resident	Total	Customer/ Visitor/Guest	Employee/ Resident	Total
<u>Parking Rates:</u>									
Retail	4.325	TSF	4.00	3.22	0.78	4.00	3.20	0.80	4.00
Bank	4.000	TSF	4.00	2.61	1.39	4.00	2.61	1.39	4.00
High-Turnover Restaurant	2.000	TSF	25.00	21.50	3.50	25.00	21.25	3.75	25.00
Fast Food Restaurant	1.000	TSF	20.00	17.00	3.00	20.00	17.14	2.86	20.00
<u>Parking Required:</u>									
Retail	4.325	TSF	18	14	4	18	14	4	18
Bank	4.000	TSF	16	10	6	16	10	6	16
High-Turnover Restaurant	2.000	TSF	50	43	7	50	43	7	50
Fast Food Restaurant	1.000	TSF	20	17	3	20	17	3	20
Total			104	84	20	104	84	20	104

<sup>1</sup> Source: City of Newport Beach and Urban Land Institute, Shared Parking 2nd Edition, 2005. The Urban Land Institute's Shared Parking provides splits for customers/visitors/guests vs. employees/residents for weekdays and weekends. These splits were applied to the City Parking Code so that the sum of the splits is equal to the City Parking Code modified per TSF.

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Weekday is defined as 6:00 AM Monday through 5:00 PM Friday.

<sup>4</sup> City Parking Code modified per TSF.

Table 6

**Parking Code Requirements for a Friday  
With Time-of-Day (TOD) Factors<sup>1</sup>**

Time Period	Parking Code Requirements <sup>2,3</sup>																				Total
	Retail <sup>4</sup>					Bank <sup>5</sup>					High-Turnover Restaurant <sup>6</sup>					Fast Food Restaurant <sup>7</sup>					
	Customer	TOD Factor	Employee	TOD Factor	Subtotal	Customer	TOD Factor	Employee	TOD Factor	Subtotal	Customer	TOD Factor	Employee	TOD Factor	Subtotal	Customer	TOD Factor	Employee	TOD Factor	Subtotal	
6 00 AM - 6 30 AM	14	1%	4	10%	1	10	0%	6	0%	0	43	25%	7	50%	15	17	5%	3	15%	2	18
6 30 AM - 7 00 AM	14	1%	4	10%	1	10	0%	6	0%	0	43	25%	7	50%	15	17	5%	3	15%	2	18
7 00 AM - 7 30 AM	14	5%	4	15%	2	10	0%	6	0%	0	43	50%	7	75%	27	17	10%	3	20%	3	32
7 30 AM - 8 00 AM	14	5%	4	15%	2	10	0%	6	0%	0	43	50%	7	75%	27	17	10%	3	20%	3	32
8 00 AM - 8 30 AM	14	15%	4	40%	4	10	50%	6	60%	9	43	60%	7	90%	33	17	20%	3	30%	5	51
8 30 AM - 9 00 AM	14	15%	4	40%	4	10	50%	6	60%	9	43	60%	7	90%	33	17	20%	3	30%	5	51
9 00 AM - 9 30 AM	14	35%	4	75%	8	10	90%	6	100%	15	43	75%	7	90%	39	17	30%	3	40%	7	69
9 30 AM - 10 00 AM	14	35%	4	75%	8	10	90%	6	100%	15	43	75%	7	90%	39	17	30%	3	40%	7	69
10 00 AM - 10 30 AM	14	65%	4	85%	13	10	100%	6	100%	16	43	85%	7	100%	44	17	55%	3	75%	12	85
10 30 AM - 11 00 AM	14	65%	4	85%	13	10	100%	6	100%	16	43	85%	7	100%	44	17	55%	3	75%	12	85
11 00 AM - 11 30 AM	14	85%	4	95%	16	10	50%	6	100%	11	43	90%	7	100%	46	17	85%	3	100%	18	91
11 30 AM - 12 00 PM	14	85%	4	95%	16	10	50%	6	100%	11	43	90%	7	100%	46	17	85%	3	100%	18	91
12 00 PM - 12 30 PM	14	95%	4	100%	18	10	50%	6	100%	11	43	100%	7	100%	50	17	100%	3	100%	20	99
12 30 PM - 1 00 PM	14	95%	4	100%	18	10	50%	6	100%	11	43	100%	7	100%	50	17	100%	3	100%	20	99
1 00 PM - 1 30 PM	14	100%	4	100%	18	10	50%	6	100%	11	43	90%	7	100%	46	17	100%	3	100%	20	95
1 30 PM - 2 00 PM	14	100%	4	100%	18	10	50%	6	100%	11	43	90%	7	100%	46	17	100%	3	100%	20	95
2 00 PM - 2 30 PM	14	95%	4	100%	18	10	70%	6	100%	13	43	50%	7	100%	29	17	90%	3	95%	19	79
2 30 PM - 3 00 PM	14	95%	4	100%	18	10	70%	6	100%	13	43	50%	7	100%	29	17	90%	3	95%	19	79
3 00 PM - 3 30 PM	14	90%	4	100%	17	10	50%	6	100%	11	43	45%	7	75%	25	17	60%	3	70%	13	66
3 30 PM - 4 00 PM	14	90%	4	100%	17	10	50%	6	100%	11	43	45%	7	75%	25	17	60%	3	70%	13	66
4 00 PM - 4 30 PM	14	90%	4	100%	17	10	80%	6	100%	14	43	45%	7	75%	25	17	55%	3	60%	12	68
4 30 PM - 5 00 PM	14	90%	4	100%	17	10	80%	6	100%	14	43	45%	7	75%	25	17	55%	3	60%	12	68
5 00 PM - 5 30 PM	14	90%	4	95%	17	10	0%	6	0%	0	43	60%	7	95%	33	17	60%	3	70%	13	63
5 30 PM - 6 00 PM	14	90%	4	95%	17	10	0%	6	0%	0	43	60%	7	95%	33	17	60%	3	70%	13	63
6 00 PM - 6 30 PM	14	80%	4	85%	15	10	0%	6	0%	0	43	70%	7	95%	37	17	85%	3	90%	18	70
6 30 PM - 7 00 PM	14	80%	4	85%	15	10	0%	6	0%	0	43	70%	7	95%	37	17	85%	3	90%	18	70
7 00 PM - 7 30 PM	14	75%	4	80%	14	10	0%	6	0%	0	43	70%	7	95%	37	17	80%	3	90%	17	68
7 30 PM - 8 00 PM	14	75%	4	80%	14	10	0%	6	0%	0	43	70%	7	95%	37	17	80%	3	90%	17	68
8 00 PM - 8 30 PM	14	65%	4	75%	13	10	0%	6	0%	0	43	65%	7	95%	35	17	50%	3	60%	11	59
8 30 PM - 9 00 PM	14	65%	4	75%	13	10	0%	6	0%	0	43	65%	7	95%	35	17	50%	3	60%	11	59
9 00 PM - 9 30 PM	14	50%	4	65%	10	10	0%	6	0%	0	43	30%	7	80%	19	17	30%	3	40%	7	36
9 30 PM - 10 00 PM	14	50%	4	65%	10	10	0%	6	0%	0	43	30%	7	80%	19	17	30%	3	40%	7	36
10 00 PM - 10 30 PM	14	35%	4	45%	7	10	0%	6	0%	0	43	25%	7	65%	16	17	20%	3	30%	5	28
10 30 PM - 11 00 PM	14	35%	4	45%	7	10	0%	6	0%	0	43	25%	7	65%	16	17	20%	3	30%	5	28
11 00 PM - 11 30 PM	14	15%	4	15%	3	10	0%	6	0%	0	43	15%	7	65%	11	17	10%	3	20%	3	17
11 30 PM - 12 00 AM	14	15%	4	15%	3	10	0%	6	0%	0	43	15%	7	65%	11	17	10%	3	20%	3	17

<sup>1</sup> Source: Urban Land Institute Shared Parking 2nd Edition 2005.

<sup>2</sup> See Table 5.

<sup>3</sup> According to the Urban Land Institute weekday is defined as 6:00 AM Monday to 5:00 PM Friday. Parking code requirements and time-of-day (TOD) factors reflect weekend requirements after 5:00 PM.

<sup>4</sup> Time-of-day (TOD) factor based on Urban Land Institute land use "Community Shopping Center."

<sup>5</sup> Time-of-day (TOD) factor based on Urban Land Institute land use "Bank."

<sup>6</sup> Time-of-day (TOD) factor based on Urban Land Institute land use "Family Restaurant."

<sup>7</sup> Time-of-day (TOD) factor based on Urban Land Institute land use "Fast Food Restaurant."

Table 7

## Projected Peak Day (Friday) Number of Parked Vehicles

Time Period	Peak Day Number of Parked Vehicles	Projected Parking Demand <sup>2</sup>				Total
		Retail	Bank	High-Turnover Restaurant	Fast Food Restaurant	
6:00 AM - 6:30 AM	3	1	0	15	2	21
6:30 AM - 7:00 AM	10	1	0	15	2	28
7:00 AM - 7:30 AM	16	2	0	27	3	48
7:30 AM - 8:00 AM	22	2	0	27	3	54
8:00 AM - 8:30 AM	34	4	9	33	5	85
8:30 AM - 9:00 AM	44	4	9	33	5	95
9:00 AM - 9:30 AM	56	8	15	39	7	125
9:30 AM - 10:00 AM	64	8	15	39	7	133
10:00 AM - 10:30 AM	68	13	16	44	12	153
10:30 AM - 11:00 AM	69	13	16	44	12	154
11:00 AM - 11:30 AM	71	16	11	46	18	162
11:30 AM - 12:00 PM	91	16	11	46	18	182
12:00 PM - 12:30 PM	116	18	11	50	20	215
12:30 PM - 1:00 PM	126	18	11	50	20	<b>225</b>
1:00 PM - 1:30 PM	102	18	11	46	20	197
1:30 PM - 2:00 PM	89	18	11	46	20	184
2:00 PM - 2:30 PM	79	18	13	29	19	158
2:30 PM - 3:00 PM	76	18	13	29	19	155
3:00 PM - 3:30 PM	106	17	11	25	13	172
3:30 PM - 4:00 PM	110	17	11	25	13	176
4:00 PM - 4:30 PM	110	17	14	25	12	178
4:30 PM - 5:00 PM	120	17	14	25	12	188
5:00 PM - 5:30 PM	128	17	0	33	13	191
5:30 PM - 6:00 PM	133	17	0	33	13	196
6:00 PM - 6:30 PM	113	15	0	37	18	183
6:30 PM - 7:00 PM	97	15	0	37	18	167
7:00 PM - 7:30 PM	108	14	0	37	17	176
7:30 PM - 8:00 PM	114	14	0	37	17	182
8:00 PM - 8:30 PM	113	13	0	35	11	172
8:30 PM - 9:00 PM	93	13	0	35	11	152
9:00 PM - 9:30 PM	86	10	0	19	7	122
9:30 PM - 10:00 PM	85	10	0	19	7	121
10:00 PM - 10:30 PM	75	7	0	16	5	103
10:30 PM - 11:00 PM	74	7	0	16	5	102
11:00 PM - 11:30 PM	72	3	0	11	3	89
11:30 PM - 12:00 AM	56	3	0	11	3	73

**225** = Maximum projected number of occupied parking spaces - 225 vehicles from 12:30 PM - 1:00 PM.

<sup>1</sup> See Table 6.

**Table 8**

**Parking Demand Summary**

Descriptor	Number of Parking Spaces
Maximum Projected Parking Demand During Peak Hours <sup>1</sup>	225
Proposed Parking Spaces Provided On-Site	190
Proposed Parking Spaces Provided Off-Site	32
Total Proposed Parking Spaces	222
Additional Parking Spaces Needed	3

<sup>1</sup> See Table 7.

**Table 9**

**Parking Management Plan Demand Summary**

Descriptor	Number of Parking Spaces
Maximum Projected Parking Demand During Peak Hours <sup>1</sup>	225
Spillover From Adjacent Land Uses	-15
Proposed Project Employees to Park Off-Site	-20
Projected Peak Parking Demand On-Site	190
Proposed Parking Spaces Provided On-Site	190

<sup>1</sup> See Table 7.

Figure 1  
Project Location Map

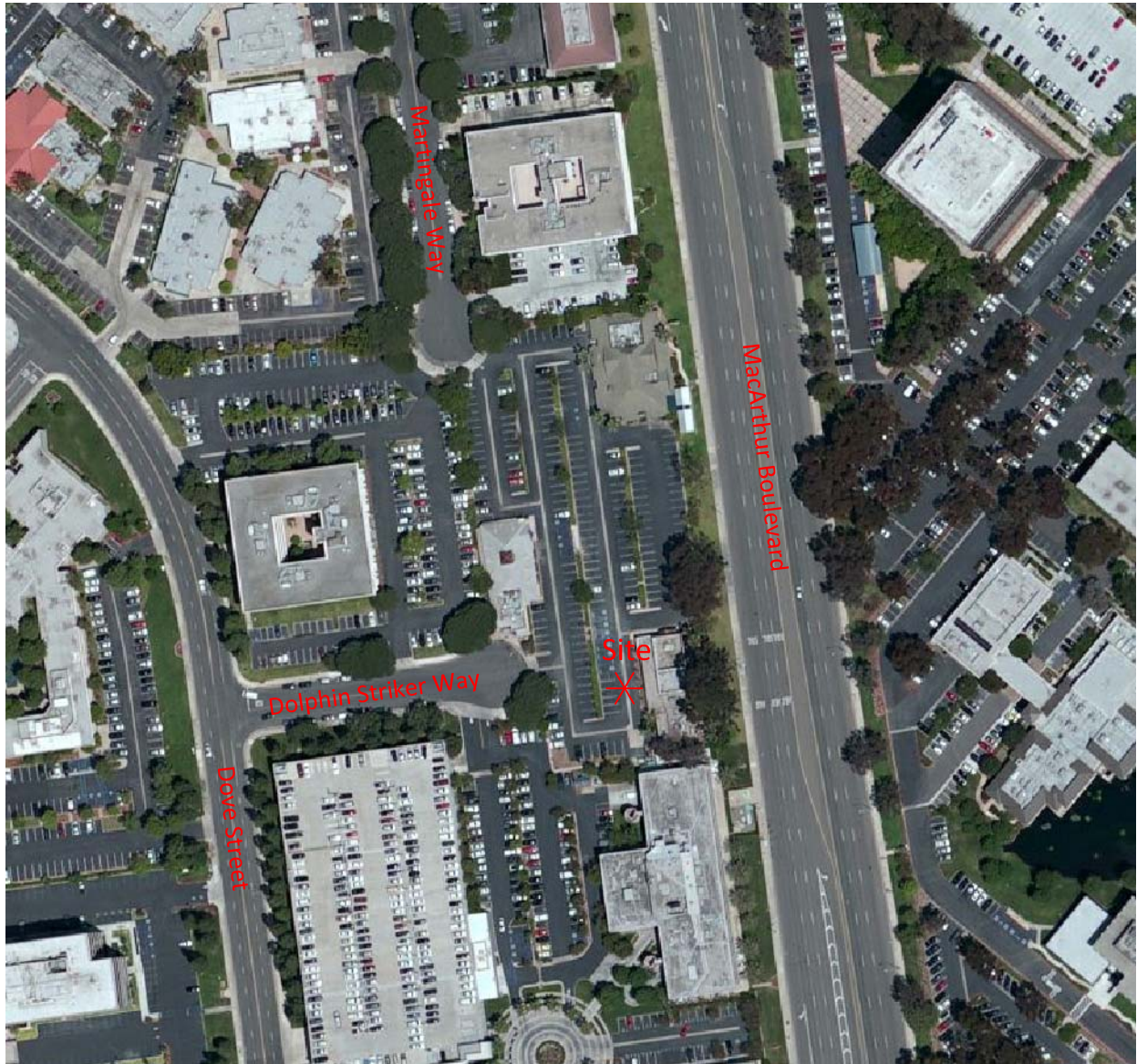
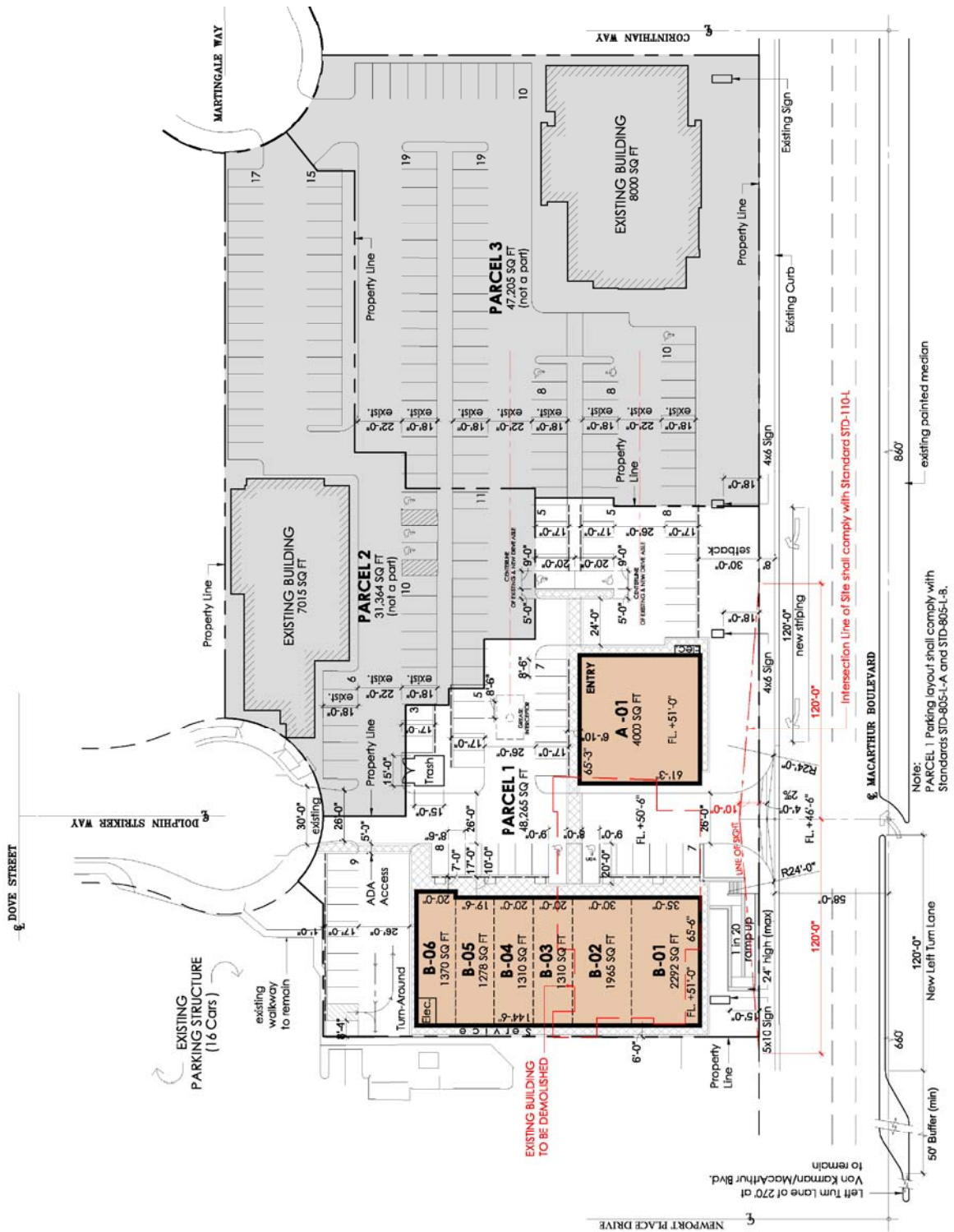


Figure 2  
Site Plan



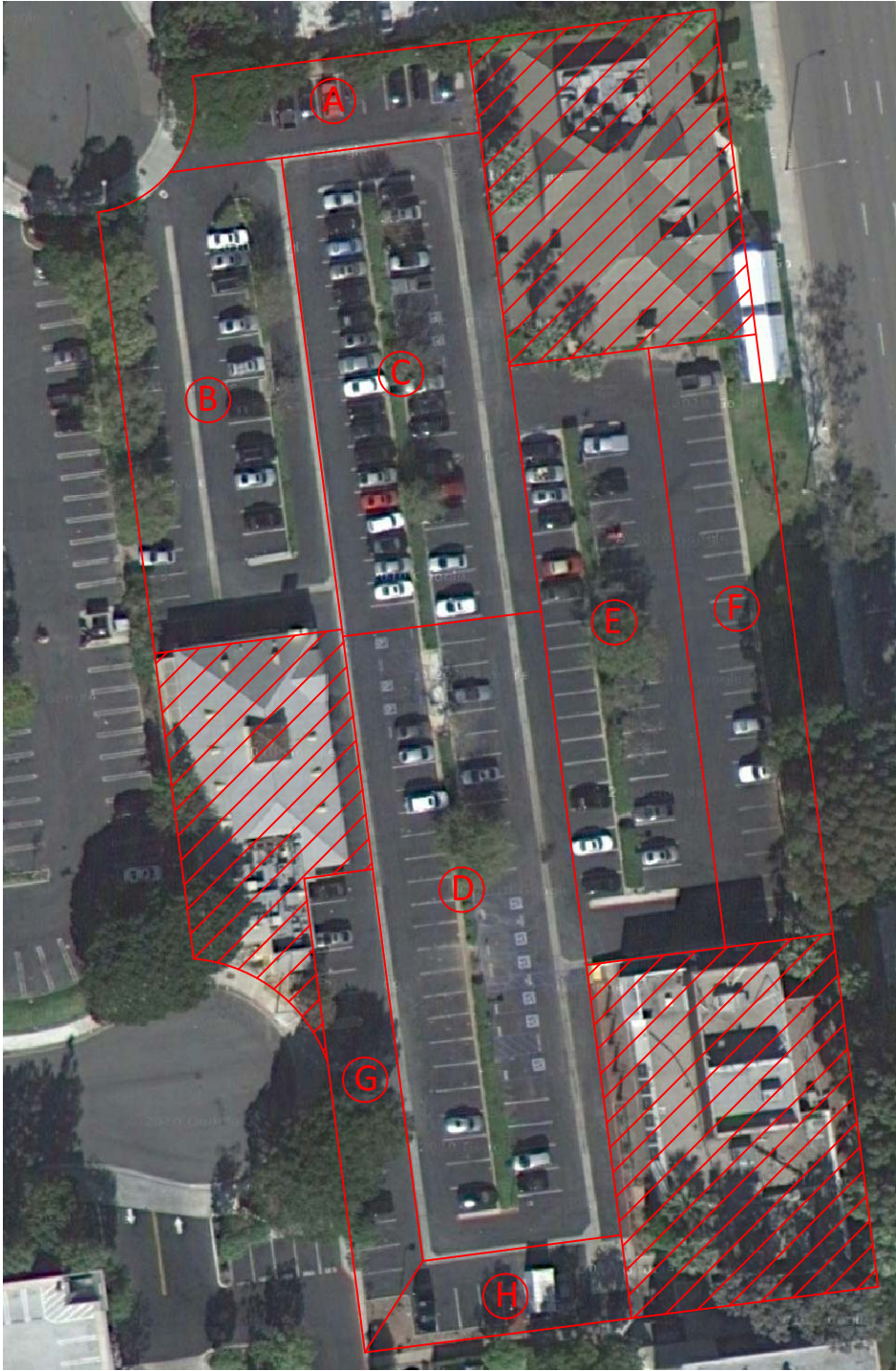
Note:  
PARCEL 1 Parking layout shall comply with  
Standards STD-805-L-A and STD-805-L-B.

Note:  
Intersection Line of Site shall comply with Standard STD-110-L

4902a/2



Figure 3  
Parking Zone Boundary Map



Legend

- (A) = Parking Zone
- = Parking Zone Boundary



Figure 4  
Parking Survey Summary Graph (Existing Conditions)

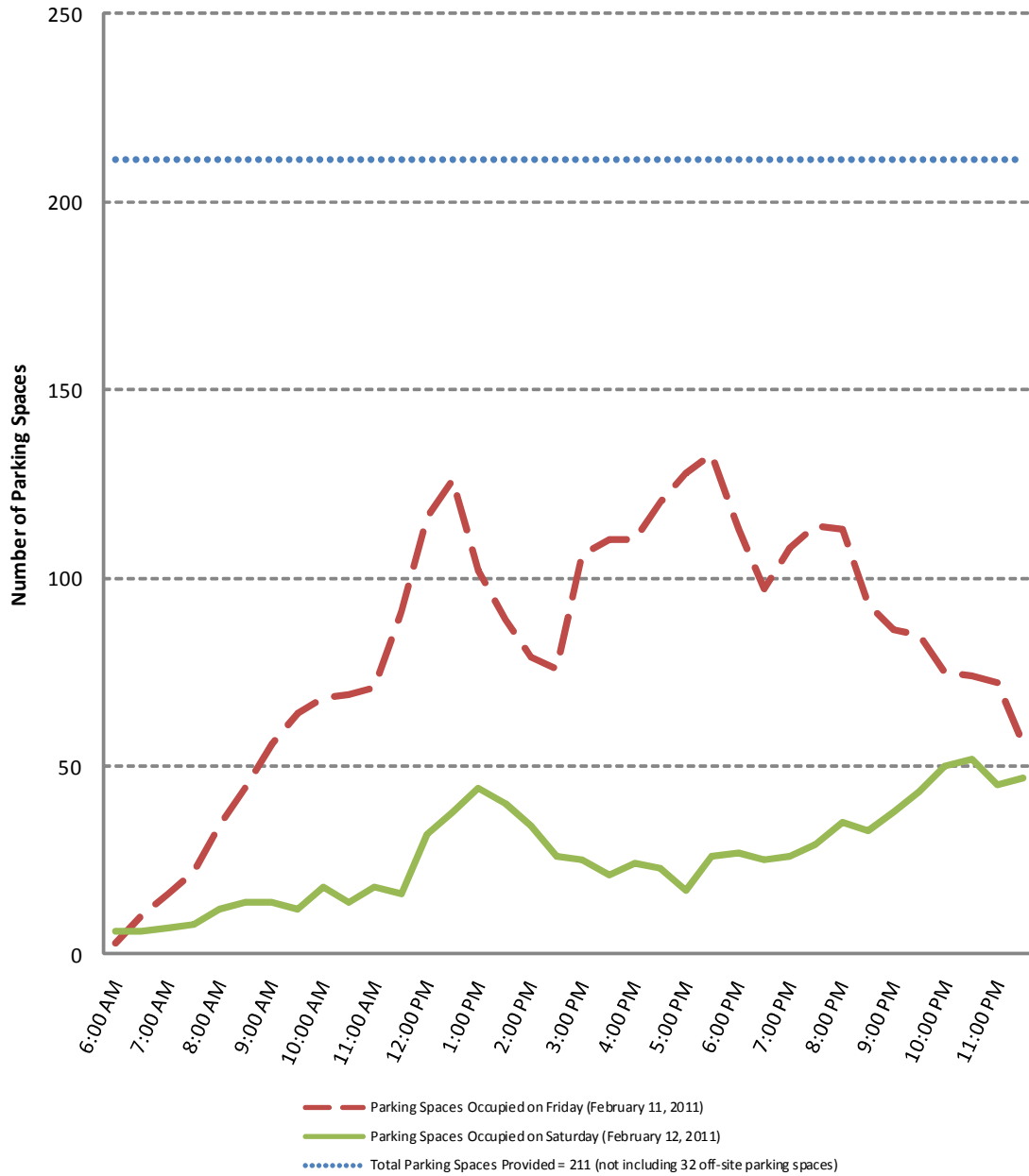
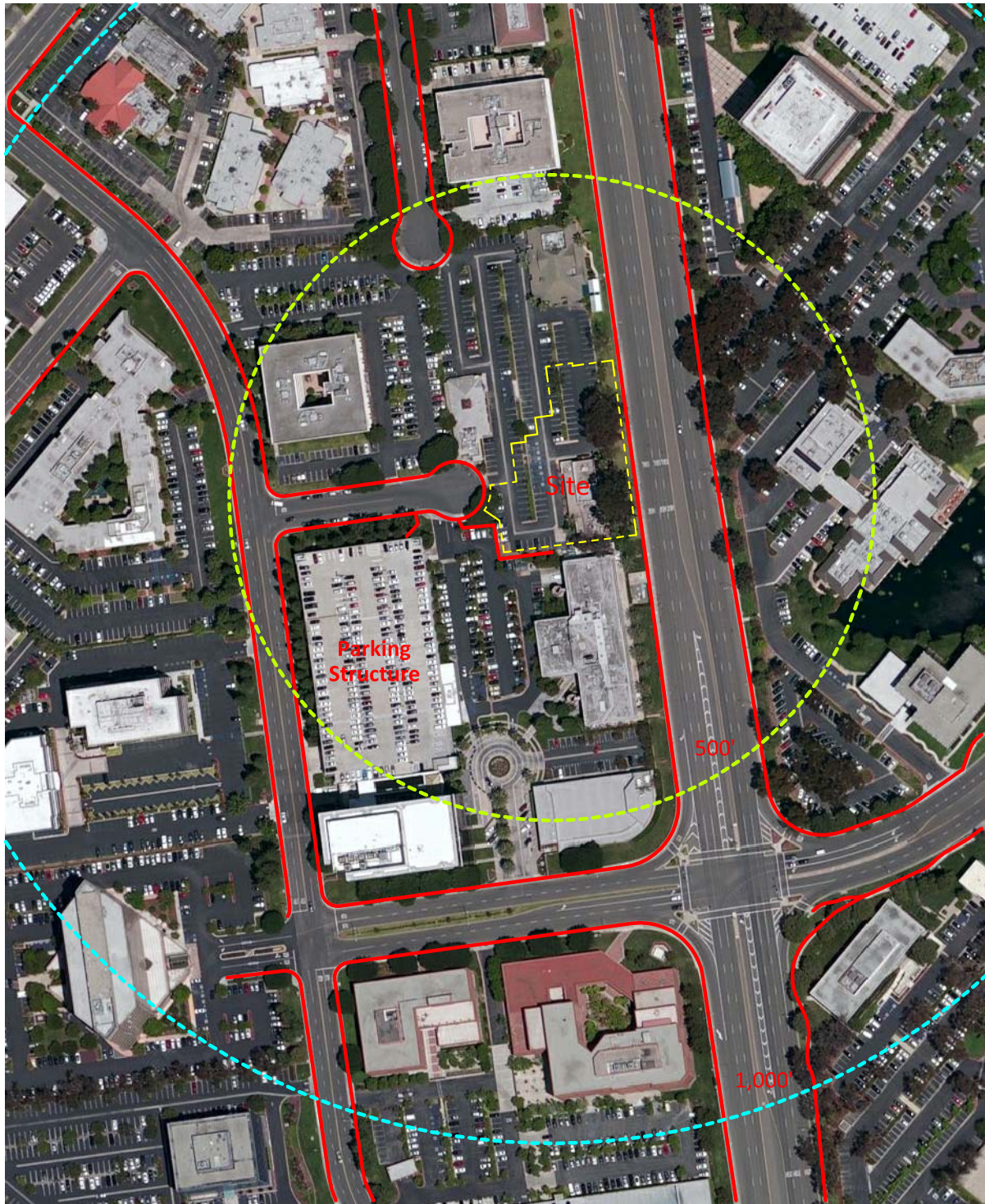




Figure 5  
Pedestrian Accessibility



100'

### Legend

- = Sidewalk/Pedestrian Access
- - - = 500' Pedestrian Walking Distance
- - - = 1,000' Pedestrian Walking Distance

## **APPENDIX A**

### **Parking Agreements**

## **PARKING AUTHORIZATION AND LICENSE AGREEMENT**

This PARKING AUTHORIZATION AND LICENSE AGREEMENT (this "License Agreement") is made as of this April 13, 2011 by and between Ridgeway Development Company (the "Licensee") and Ampco System Parking (the "Licensor"), pursuant to which Licensor grants Licensee the right to use certain parking spaces located at 4100 Newport Place in Newport Beach, California (the "Parking Structure").

1. **PARKING SPACES:** Licensor hereby grants to Licensee a license to use on a nonexclusive basis, during the License Term (defined herein), up to SIXTEEN (16) unreserved parking spaces in the parking structure (the "Parking Spaces"). The location will be the top level of the parking structure.
2. **LICENSE TERM:** The term of this License Agreement (the "License Term") shall Commence on or about May 01, 2011 and will expire on April 30, 2012. Upon Expiration of the Initial Term, the License Agreement shall continue on a month-to-month basis subject to termination by either party upon by providing a thirty (30) day written notice.
3. **USE:** The Parking Spaces are only to be used by the Licensee and its employees and agents. Spaces are not intended for use by Licensee's visitors, invitees, contractors, or subcontractors. Licensee acknowledges that the Parking Spaces are only to be occupied by passenger vehicles.
4. **LICENSE/PARKING FEE:** For the Licensee Term, Licensee shall pay to Ampco System Parking on a monthly basis \$72.50 for each parking space requested by Licensee and for which a keycard is issued by Licensor ("Licensee Spaces") during any month. At Licensor's sole discretion, the monthly rate shall be subject to adjustment upon expiration of the initial License Term. The total parking used by Licensee will not exceed Sixteen (16) spaces. Licensee shall pay Licensor, on or before the commencement date of the License Term, Licensee's first (1<sup>st</sup>) month's license/parking fee in an amount equal to \$72.50 times the number of Licensee Spaces
5. **KEYCARD FEES:** Licensee shall pay to Licensor, concurrently with the commencement of the License Term, a non-refundable fee of Ten Dollars (\$10.00) per keycard requested. Licensee acknowledges that it shall be charged a Ten Dollar (\$10.00) fee by Licensor for each new or replace keycard .

6. **LIMITATION OF LIABILITY:** Upon receipt of the keycards, Licensee acknowledges that it shall be permitted to park one (1) vehicle within one (1) unreserved parking space in the Parking Structure for each parking space leased provided the use of all such Parking Spaces shall be at the risk of the Licensee. Licensor does not assume care, custody, or control of any vehicle or its contents.
7. **INDEMNIFICATION:** Licensee shall indemnify, defend and hold harmless Licensor and its partners and affiliated entities and their employees, partners, directors, agents, representatives, and professional consultants and its and their respective successors and assigns (collectively, the "Indemnities") from and against any loss, damage, injury, death, accident, fire or other casualty, liability, claim, cost or expense (including but not limited to reasonable attorneys' fees) of any kind or character to any person or property, including the property of the Indemnities (collectively, the "Claims"), arising, in whole or in part, from or relating to: (a) the use of the Parking Structure and the real property upon which the Parking Structure is situated (the "Property") by Licensee or its employees, (b) any act or omission of Licensee or any of its employees relative to the Property, (c) any bodily injury, property damage, accident, fire or other casualty to or involving Licensee or its employees and its or their property on the Property, (d) any loss of theft whatsoever of any property of anything placed or stored by Licensee or its employees on or about the Property, (e) any breach by Licensee of its obligation under this License Agreement, (f) any violation of any rule, ordinance, regulation or law, and (h) any bodily injury or property damage resulting from Licensee's access to the Property. In Addition to, and not in limitation of, Licensor's other rights and remedies under this License Agreement, should Licensee fail within thirty (30) days of written request from Licensor to acknowledge its indemnity obligation and obligation to assume the defense of the Indemnities from and against any Claim as provided in this Paragraph 7, then in any such case Licensor may, at its option, pay any such Claim or settle or discharge any action therefore or satisfy any judgment thereon, and all costs, expenses and other sums incurred by Licensor in connection therewith (including but not limited to reasonable attorneys' fees) shall be maximum contract rate permitted by law from the date incurred or paid until repaid and any default either in such initial failure to pay or subsequent repayment to Licensor shall, at Licensor's option, constitute a breach under this License Agreement. Except for Licensor's sole negligence or willful misconduct.
8. **RULES AND REGULATION:** Licensee shall provide to Licensor the license plate number or Vehicle Identification Number ("VIN") and/or stock number of any and all vehicles to be parked within the Parking Structure. The use of the Parking Spaces shall be subject to the Parking Rules and Regulations contained in Exhibit "A" attached hereto and any other reasonable, non-discriminatory rules and regulations adopted by Licensor and/or Licensor's parking operators from time to time, including any system for controlled ingress and egress and charging



visitors and invitees, with appropriate provision for validation of such charges. Licensee shall not use more parking privileges than its allotment and shall not use any parking spaces specifically assigned by Licensor to tenants of the building situated upon the Property (the "Building") or the project or for such other uses as visitor parking. Licensee's parking privileges shall be used only for parking by vehicles no larger than normally sized passenger automobiles or pick-up trucks. Licensee shall not permit or allow any vehicles that belong to or are controlled by Licensee or Licensee's employees to be parked in areas other than those designated by Licensor for such loading or unloading or unloading activities. If Licensee permits or allows any of the prohibited activities described herein, then Licensor shall have the right, without notice, in addition to such other rights and remedies that it may have, to remove or tow away the vehicle involved and charge the cost thereof Licensee, which cost shall be immediately payable by Licensee upon demand by Licensor.

9. **ASSIGNABILITY:** This license is personal to Licensee and Licensee shall not assign its rights under this License Agreement, whether voluntarily or by operation of law, and Licensee shall not permit the use of the Parking Spaces, or any part thereof, except in strict compliance with the provisions hereof, and any attempt to do so shall be null and void.
10. **GOVERNMENTAL REGULATIONS AND OTHER OBLIGATIONS OF LICENSEE:** Licensee's use of the Parking Structure shall comply with all applicable governmental ordinances, rules, laws, and regulations. All persons who enter upon the Property pursuant to this License Agreement do so at their own risk, and shall comply with any and all instructions and directions of Licensor or Licensor's authorized representatives. Licensee shall not bring, store or use any hazardous or toxic materials or substances on the Property.
11. **GOVERNING LAW:** The terms of this License Agreement shall be governed by and construed according to the laws of the State of California.
12. **TIME OF THE ESSENCE:** Time is of the essence as to each term, provision, condition and requirement contained in the License Agreement.
13. **MISCELLANEOUS:** This License Agreement constitutes the entire agreement between the parties hereto pertaining to the subject matter hereof and all prior and contemporaneous agreements, representations and understandings of the parties hereto, oral or written, are hereby superseded and merged herein. The headings of this License Agreement are for purpose of reference only and shall not limit or define the meaning of the provisions hereof. This License Agreement may be

executed in any number of counterparts, each of which shall be an original and all of which shall constitute the same instrument. Neither this License Agreement nor a short form memorandum or assignment hereof shall be filed or recorded in any public office. Any attorneys' fees or other costs incurred in clearing such cloud on title to the Property will be Licensee's sole cost and responsibility.

Please acknowledge your acceptance of these terms with your signature below.

Ridgeway Development Company

Ampco System Parking

By: \_\_\_\_\_ By: \_\_\_\_\_

Date: \_\_\_\_\_ Date: \_\_\_\_\_



## **PARKING RULES AND REGULATIONS**

In addition to the parking provisions contained in the License Agreement to which this Exhibit "A" is attached, the following rules and regulations shall apply with respect to the use of the Building's parking facilities.

1. Every parker is required to park and lock his/her own vehicle. All responsibility for damage to or loss of vehicles is assumed by the parker and Licensor shall not be responsible for any such damage or loss by water, fire, defective brakes, the act or omissions of others, theft, or for any other cause.
2. Licensee shall not park any vehicles in the Parking Structure other than automobiles, motorcycles, motor driven or non-motor driven bicycles or four wheeled trucks.
3. Parking stickers, keycards or any other device or form of identification supplied by Licensor as a condition of use of the parking facilities shall remain the property of Licensor. The serial number of the parking identification device may not be obliterated. Devices are not transferable and any device in the possession of an unauthorized holder will be void.
4. Intentionally deleted
5. Vehicles must be parked entirely within painted stall lines of a single parking stall.
6. All directional signs and arrows must be observed.
7. The speed limit within all parking areas shall be five (5) miles per hour.
8. Parking is prohibited: (a) in areas not striped for parking; (b) in aisles; (c) where "no parking" signs are posted; (d) on ramps; (e) in cross-hatched areas; and (f) in reserved spaces and in such other areas as may be designated by Licensor or Licensor's parking operator.
9. Loss or theft of parking identification devices must be reported to the management office immediately, and a lost or stolen report must be filed by the Licensee or user of such parking identification device at that time. Licensor has the right to exclude any vehicle from the parking facilities that does not have an identification device.

10. Any parking identification devices reported lost or stolen found on any unauthorized car will be confiscated and the illegal holder will be subject to prosecution.
11. Washing, waxing, cleaning, or servicing of any vehicle in any are not specifically reserved for such purpose is prohibited.
12. The parking operators, managers or attendants are not authorized to make or allow any exceptions to these rules and regulations.
13. Licensee's continued right to park in the parking facilities is conditioned upon Licensee abiding by these rules and regulations and those contained in this License Agreement.
14. Licensor reserves the right to establish and change parking fees, only in accordance with Section 4 of the License Agreement, and to modify and/or adopt such other reasonable and non-discriminatory rules and regulations for the parking facilities as it deems necessary for the operation of the parking facilities, and any violation of the rules shall subject the vehicle to removal, at such vehicle owner's expense.

When Recorded Return To:  
The Newport Project  
4101 MacArthur Blvd.  
Newport Beach, CA 92660

2-2-77

\$14,000

10443775

RECIPROCAL PARKING AND MAINTENANCE AGREEMENT

This Agreement made this 27 day of September 1972, by and between THE NEWPORT PROJECT, a joint venture composed of Emkay Development Company, Inc. and Atlas Realty Company (hereinafter called "The Newport Project"), and EMKAY DEVELOPMENT COMPANY, INC. (hereinafter called "Emkay").

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AGREEMENT

BOOK 10443 PAGE 776

In consideration of the foregoing recitals, the mutual covenants hereinafter set forth, and the mutual benefits to be derived by each of the parties therefrom, it is hereby agreed among the parties as follows:

1. Definitions.

(a) The "Term" of this Agreement shall commence on the date hereof and continue until terminated by agreement among a majority of the owners of the Parcels in the Development or their respective successors in interest.

+ Placed  
Commission  
for 1st Amendment

(b) The "Effective Date" of this Agreement shall be, as to each of the respective Parcels, the first to occur of the opening for business of the restaurant to be constructed on such Parcel or thirty (30) days following the recording of a notice of completion of the restaurant to be constructed on such Parcel.

(c) "Common Areas" shall mean those portions of the Development designated by shading on Exhibit "A," being composed of Common Parking Areas and Common Landscaped Areas.

2. Use of Common Areas. The Newport Project and Emkay each hereby grant to the other reciprocal easements for parking purposes and ingress and egress over, across and upon the Common Areas located upon their respective Parcels. No building or structure shall be erected or maintained upon the Common Areas other than parking and landscaping areas and related sidewalks, walkways, lighting and similar

associated facilities. Each of the Parcel owners, their lessees, assigns and successors in interest, and their respective employees and invitees, shall be entitled to use the Common Areas, subject to such reasonable rules and regulations relating to such use as a majority of the Parcel owners may from time to time establish, including validation requirements.

3. Improvement. Each Parcel owner, or its successor in interest, shall, at its own expense, improve those portions of the Common Parking Areas and Landscaped Areas on its respective premises. Such work of improvement shall be performed pursuant to plans and specifications approved by Emkay and the Parcel owner.

4. Maintenance. From and after the Effective Date as to the first restaurant to be constructed Emkay shall, subject to the direction of a majority of the Parcel owners, operate, manage, police, light, repair and maintain the Common Areas.

5. Control. Subject to the direction of a majority of the Parcel owners, Emkay shall at all times during the Term hereof control the automobile parking areas, driveways, entrances and exits, landscaped areas, and the sidewalks and pedestrian passageways within the Common Areas, and may at any time and from time to time during the Term hereof restrain any use or occupancy thereof except as authorized by the rules and regulations for the use of such areas established by a majority of the Parcel owners from time to time. Emkay may temporarily close all or portions of the Common Areas for repairs or alterations, to prevent a dedication thereof or the accrual of prescriptive rights therein,

or for any other reason deemed sufficient by Emkay. The rights of each of the parties and their successors in interest in and to the Common Areas shall at all times be nonexclusive and subject to the rights of other parties and their successors in interest from time to time authorized to use the Common Areas on a nonexclusive basis.

6. Costs and Expenses.

*Emkay gets  
10% of profit  
10% G & A*

(a) Each Parcel owner shall pay to  
Emkay in the manner and at the time provided below, such party's proportionate share, as defined below, of all costs and expenses incurred by Emkay for the operation and maintenance of the Common Areas. Such costs and expenses shall include, without limiting the generality of the foregoing, gardening, landscaping, cost of public liability, property damage, vandalism and malicious mischief, and other insurance, repairs, painting, lighting, cleaning, trash removal, depreciation of equipment, fire protection, and similar items, and an amount equal to ten percent (10%) of all such costs and expenses to cover Emkay's administrative and overhead expenses. It is intended and agreed that all taxes and assessments by public authority relating to real property or the ownership thereof, including the real property comprising the Common Areas, shall be paid by the respective Parcel owners. In no event shall any cost or expense relating to the buildings in the Development be included in the cost of operation of the Common Areas.

(b) The proportionate share of the Common Area costs of each Parcel owner shall be as follows:

(i) Upon the Effective Date as to the first owner to open for business, such owner shall pay 100% of the cost of maintaining and operating the Common Areas located on such party's Parcel.

(ii) Upon the Effective Date as to the second owner to open for business, the two owners so opened shall share the cost of operating and maintaining the Common Areas located on their two Parcels, in the proportion which the respective gross square footages of their two Parcels bear to each other.

(iii) Upon the Effective Date as to the third owner to open for business, and for the balance of the Term, the three Parcel owners shall share the cost of operating and maintaining all of the Common Areas located in the Development in the following percentages:

Owner of Parcel 1	38%
Owner of Parcel 2	25%
Owner of Parcel 3	37%

(c) Prior to the commencement of each calendar period of six (6) months during the Term, Emkay shall give each Parcel owner a written

estimate of their respective shares of such Common Area costs for the ensuing six (6) month period. Such estimated amount shall not exceed 110% of the actual share of such Parcel owner for the then current six (6) month period. Each Parcel owner shall pay such estimated amount to Emkay in equal monthly installments, in advance. Within ninety (90) days after the end of each such six (6) month period, Emkay shall furnish to each Parcel owner a statement showing in reasonable detail the costs and expenses incurred by Emkay for the operation and maintenance of the Common Areas during such period, and each Parcel owner shall promptly make any payment or allowance necessary to adjust each such party's estimated payment to such party's actual proportionate share of Common Area costs as shown by such annual statement.

7. Enforcement of Assessments.

(a) Failure to pay the estimated share of Common Area cost or any installment thereof, including any semi-annual adjustment, promptly and in any event within ten (10) days after written notice from Emkay of nonpayment, shall constitute a delinquency and default with respect to the Parcel to which such share relates. A majority of the Parcel owners is authorized and empowered to proceed in the event of any such default to collect each such delinquent individual assessment, together with interest upon the unpaid amount thereof at ten percent (10%) per annum from the date of such notice, until the same is fully paid, together



with recording fees, title costs, court costs, and reasonable attorney's fees.

(b) If and whenever a default occurs, as provided above, the non-defaulting Parcel owners shall be entitled to a lien against the Parcel to which such default relates, for the unpaid amount of such share of Common Area costs and the cost and expenses described above. In the event of any such default, then any non-defaulting Parcel owner may file for record in the office of the County Recorder of Orange County, California, a claim of lien, which shall contain at least:

(i) A statement of the unpaid amount of the share of Common Area cost;

(ii) A description sufficient for identification of the Parcel to which the default relates; and

(iii) The name of the owner or reputed owner of the property described in (ii) above.

Such claim of lien shall be effective to establish a lien against the real property described in such claim, in the amount specified therein, together with interest at ten percent (10%) per annum from the date of notice of nonpayment, together with recording fees and reasonable costs of any title search or title policy before or after made or obtained in connection with such claim of lien or the foreclosure of the claim of lien, together with court costs and reasonable attorney's fees which may accrue in the enforcement of such lien.

(c) Such lien, when so established against the real property described in said claim, shall be prior and superior to any right, title, interest, lien, or claim which may be or may have been acquired in or attached to said real property subsequent to the time of filing such claim, except that such lien shall in any event be subordinate to the lien of any bona fide first trust deed upon such property. Such lien shall be for the use and benefit of the non-defaulting Parcel owners and may be enforced and foreclosed in a suit or action brought by any one or more of them in any court of competent jurisdiction, if brought within one year of the filing of such claim, in the same manner as if the amount of such lien had been evidenced by the promissory note of the person or persons who on the date of notice of nonpayment were the fee owners of the property subjected to such lien, and as if such note were secured by a real estate mortgage upon said real property duly executed by the fee owners of such property as of the time of recording and duly recorded at the time such claim was filed for record. In any such suit or action the plaintiffs shall be entitled to a personal judgment in the full amount of such lien against each person who was such fee owner on such date of notice of nonpayment. The net amount received on account of such lien or from any judgment with respect to such lien, if received after the close of the year for which such share was due, shall be applied against the non-defaulting Parcel owners' current shares of Common Area costs, until fully expended.

8. Binding Upon Successors. This Agreement shall be binding upon and inure to the benefit of the parties and their respective successors, assigns, lessees and sublessees. Upon transfer of the fee title to any Parcel to a successor which assumes in writing the obligations imposed by this Agreement, the transferor shall be relieved from all obligations accruing hereunder subsequent to the date of transfer.

9. Paragraph Headings. The paragraph headings used herein are for reference only, and shall not enter into the interpretation of this Agreement.

EXECUTED this 19th day of October, 1972.

*Must have Plan, Comm  
consent to terminate - what  
if assign only admin. burden  
- control subject to  
improvement (i.e. any 2) parcel  
owners, so how are they  
determined?  
- sufficient to have assignee of duties  
in future + just notify city +  
other 2 lot owners?  
- transfer of control of ownership  
of parcel?*

EMKAY DEVELOPMENT COMPANY, INC.

By *Edward J. Bernhardt*  
By *R. A. Allen*

THE NEWPORT PROJECT  
By EMKAY DEVELOPMENT COMPANY, INC.

By *Edward J. Bernhardt*  
By *R. A. Allen*

By ATLAS REALTY COMPANY

By *Ed Bernhardt*  
By *W. J. Ferry*

STATE OF CALIFORNIA

COUNTY OF ORANGE

BN 10443 FILE 784

On this 19th day of October, 1972, before me, the undersigned, a Notary

Public for said County and State, personally appeared Robert A. Alleborn

and Edward J. Ruwaldt known to me to be the president

and vice-president respectively of Emkay Development Co., Inc.

the corporation that executed the within instrument, said persons being known to me to be the persons who executed the within instrument on behalf of said corporation, said corporation being known to be to be one of the joint venturers of THE NEWPORT PROJECT.

the joint venture that executed the within instrument and acknowledged to me that such corporation executed the same both individually and as joint venturer of said joint venture and that such joint venture also executed the same.

(SEAL).

Virginia M. White

Name (Typed or Printed)

Notary Public in and for said County and State

STATE OF CALIFORNIA

COUNTY OF Orange

} ss.

On October 19th, 1972, before me, the undersigned, a Notary Public in and for said State, personally appeared R. A. Alleborn known to me to be the President, and Edward J. Ruwaldt, known to me to be the vice president Secretary of the Corporation that executed the within instrument, known to me to be the persons who executed the within instrument on behalf of the Corporation therein named, and acknowledged to me that such Corporation executed the same, and acknowledged to me that such Corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.

(Seal)

Virginia M. White  
(Notary Public's Signature)

Virginia M. White

(Name - Typed or Printed)

Notary Public in and for said State

STATE OF TEXAS  
COUNTY OF HARRIS

On this 19th day of October, 1972, before me, the undersigned, a Notary Public for said County and State, personally appeared L. O. Benson and W. J. Perry, Jr. known to me to be the vice president and assistant secretary respectively of Atlas Realty Company the corporation that executed the within instrument, said persons being known to me to be the persons who executed the within instrument on behalf of said corporation, said corporation being known to me to be one of the joint venturers of The Newport Project

the joint venture that executed the within instrument, and acknowledged to me that such corporation executed the same both individually and as joint venturer of said joint venture and that such joint venture also executed the same.

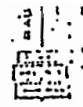
(SEAL)

*Edmund J. McManus*  
Name (Typed or Printed)  
Notary Public in and for said  
County and State

My commission expires 6/1/73

CO/1004301112

5710443 RD/86  
 142: 6.00/11



NOTE:  
 ALL DIMENSIONS  
 ARE IN FEET  
 SCALE 1"=20'

NOTE:  
 ALL DIMENSIONS  
 ARE IN FEET  
 SCALE 1"=20'

SCALE 1"=20'

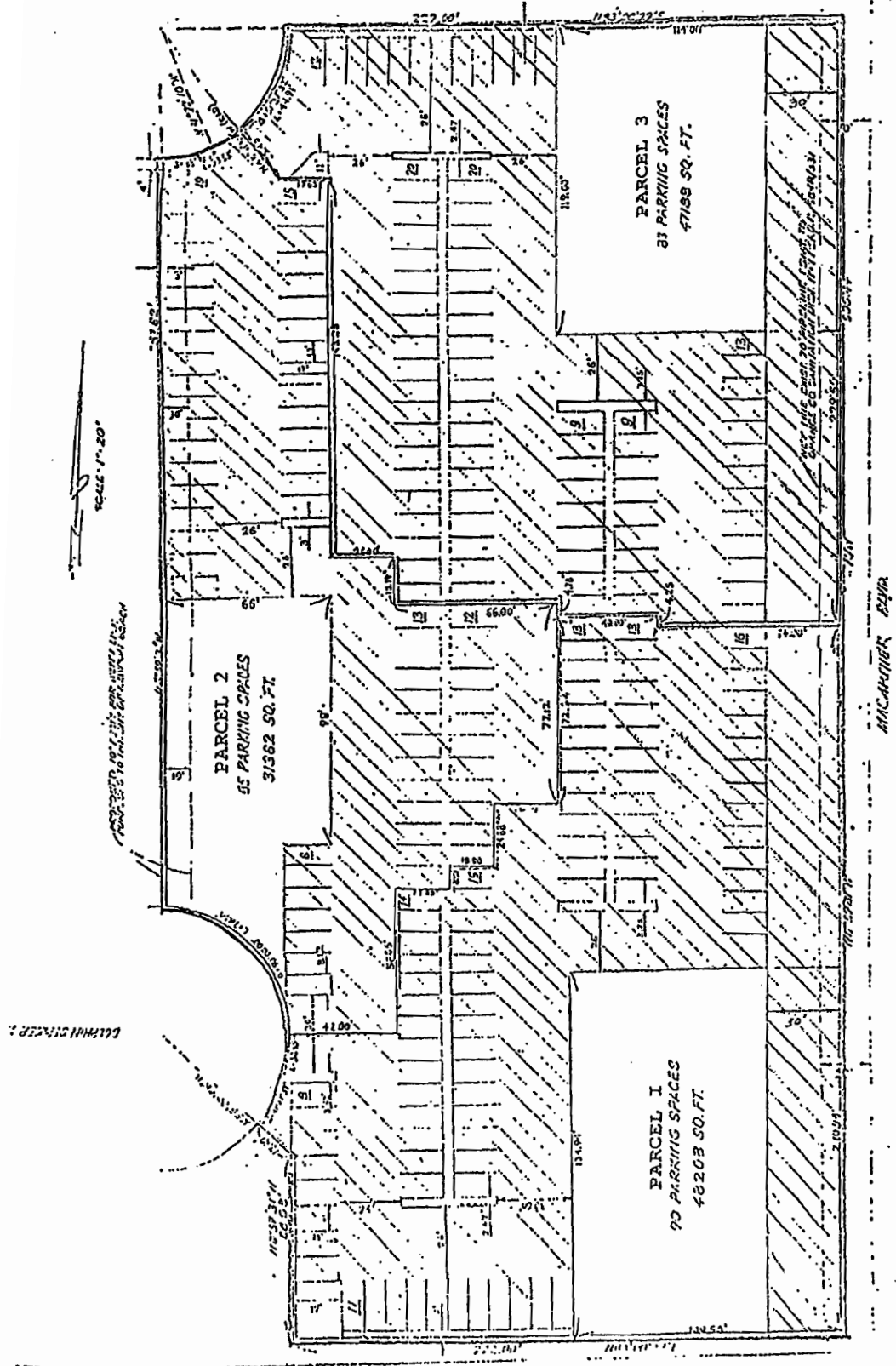


EXHIBIT "A"

86-149743

RECORDED IN OFFICIAL RECORDS  
OF ORANGE COUNTY, CALIFORNIA

-3 25 PM APR 15 '86

RECORDING  
AMPLIFIED BY

WHEN RECORDED, RETURN TO:  
LATHAM & WATKINS  
555 South Flower Street  
Los Angeles, CA 90071-2466  
Attn: J. K. Hachigian

*Off. A. Branch* COUNTY  
RECORDING

\$19.00  
C6

COVENANT AND AGREEMENT  
REGARDING MAINTENANCE OF OFF-STREET  
PARKING SPACE AFFECTING  
PARCEL 1 OF PARCEL MAP FILED IN  
BOOK 45, PAGE 23 AND  
PARCEL 1 OF PARCEL MAP FILED IN  
BOOK 183 PAGES 14 THROUGH 15 OF  
PARCEL MAPS, IN THE OFFICE OF  
THE COUNTY RECORDER, ORANGE COUNTY, CALIFORNIA

86-149743

THIS COVENANT AND AGREEMENT FOR OFF-STREET PARKING SPACE (the "Agreement") is made as of January 14, 1986, between STUART MITCHELL KETCHUM, JR. ("Ketchum") and THE DEVIL'S TRIANGLE PARTNERSHIP, a California general partnership ("Devil's Triangle"). Ketchum owns the property situated in the State of California, County of Orange, City of Newport Beach described as follows:

Parcel 1 of Parcel Map 83-705 as per map filed in book 183, pages 14 and 15 of Parcel Maps in the Office of the Recorder of said County (hereinafter the "Continental Property");

and Devil's Triangle owns the adjoining property described as follows:

Parcel 1 as shown on a Parcel Map filed in book 45, page 23 of Parcel Maps in the Office of the Recorder of said County (hereinafter the "El Torito Property").

#### RECITAL

The Planning Commission of the City of Newport Beach, California (the "City") has approved, subject to certain conditions, Devil's Triangle's request to allow the use of an existing open courtyard for dining and drinking purposes in the El Torito Restaurant (located on the El Torito Property). One condition requires that a covenant for additional automobile parking spaces be established to run with the Continental Property for the benefit of the El Torito Property, and another condition requires a grant of an easement for and the construction of a sidewalk linking the covenanted parking spaces on the Continental Property to the El Torito Property. The purpose of this Agreement is to satisfy said conditions.

#### ARTICLE 1. COVENANT AND EASEMENT

Section 1.1 - GRANT OF COVENANT. The owner of the Continental Property hereby covenants and agrees to provide on the Continental Property, for the benefit of the El Torito Property, sixteen (16) automobile parking spaces together with a nonexclusive easement for access to, ingress to, egress from, and use and enjoyment of the parking spaces for (i) passage of vehicles, (ii) passage of pedestrian traffic, and (iii) other uses incidental to such passage;



86-149743

reserving, however, in favor of the owner of the Continental Property, all rights of access to, ingress to, egress from and use and enjoyment of the parking spaces not otherwise inconsistent with the parking rights granted herein.

Section 1.2 - GRANT OF EASEMENT. The owner of the Continental Property hereby grants a nonexclusive easement for the passage of pedestrian traffic, and other uses incidental to such passage, over the Continental Property from the parking spaces, as covenanted in Section 1.1, to the El Torito Property over such portion of the Continental Property as the owner thereof shall reasonably designate. The owner of the El Torito Property shall have the right, after obtaining the approval of the Continental Property owner, which such approval shall not be unreasonably withheld, to construct a sidewalk along the easement route. Such sidewalk shall be constructed and maintained at the sole expense of the owner of the El Torito Property. The owner of the Continental Property shall have the right, at its sole expense and subject to the approval of the owner of the El Torito Property, which such approval shall not be unreasonably withheld, to relocate the easement and reconstruct a sidewalk along the relocated easement route.

Section 1.3 - TEMPORARY LOSS OF PARKING SPACES. The owner of the Continental Property shall have the right from time to time, in order to accomodate construction or other activities on the Continental Property, to temporarily relocate some or all of the covenanted parking spaces to an off-site location (not on the Continental Property) which, under the then-present circumstances, will enable the owner of the El Torito Property to use the same with as little inconvenience to such owner as is practicable under the circumstances.

Section 1.4 - PARKING CHARGES. The owner of the Continental Property shall have the right to assess and collect from any person parking on the spaces covenanted in Section 1.1 a parking fee in the amount as follows:

- (a) As long as such parking spaces are surface parking, the fee shall be FORTY DOLLARS (\$40) per month per space.
- (b) If the parking spaces are located off-site on an interim basis pursuant to Section 1.3, the fee shall be an amount necessary to reimburse

86-149743

the owner of the Continental Property for its costs of providing each such interim parking space.

- (c) If the parking spaces are located within a parking structure, the fee shall be the greater of (i) EIGHTY DOLLARS (\$80) per month per space or (ii) the then-prevailing rate for such parking.

## ARTICLE 2. GENERAL PROVISIONS

Section 2.1 - TERM. This covenant and easement shall continue in effect until such time as the El Torito Property is no longer used as a restaurant. At the expiration of such term, the owner of the El Torito Property shall provide to the owner of the Continental Property a quitclaim deed or other documents necessary to eliminate of record the covenant and easement established by this Agreement.

Section 2.2 - COVENANTS TO RUN WITH LAND. The covenants and easements established herein are for the benefit of the El Torito Property and are intended to be and shall be construed as covenants running with the Continental Property and equitable servitudes upon the Continental Property and every part thereof. Furthermore, each and all of such covenants and easements shall be binding upon and burden, and shall inure to the benefit of, all persons having or acquiring any right, title or interest in the Continental Property, the El Torito Property or any part of either thereof, and their respective successors and assigns, all upon the terms, provisions and conditions set forth herein.

## Section 2.3 - GENERAL INTERPRETATION

(a) If any term, provision or condition contained in this Agreement (or the application of any such term, provision or condition) shall to any extent be invalid or unenforceable, the remainder of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

(b) When the context in which words are used herein indicates that such is the intent, words in the singular number shall include the plural and vice versa. All pronouns and any variations thereof shall be deemed to refer to all genders, and the term "person" shall include natural individuals, corporations, partnerships, unincorporated organizations, associations, trusts, estates and all other forms of

86-149743

entities. The captions of the Articles and Sections herein are for convenience of reference only and shall not be considered or referred to in resolving questions of interpretation or construction.

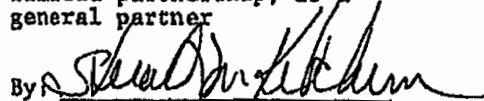
IN WITNESS WHEREOF, Ketchum and Devil's Triangle have executed this instrument as of the day and year first above written.

  
STUART MITCHELL KETCHUM, JR.

THE DEVIL'S TRIANGLE PARTNERSHIP

By:   
Stuart M. Ketchum  
as a general partner

By: SANTA ASSOCIATES, a California  
limited partnership, as a  
general partner

By:   
Stuart M. Ketchum, its  
sole general partner

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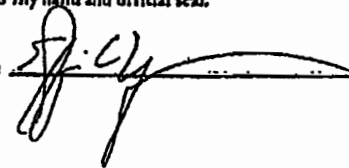
STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4-8-56 before me, the undersigned, a Notary Public in and for  
said State, personally appeared STUART MITCHELL KETCHUM, JR.

\_\_\_\_\_, personally known to me or  
proved to me on the basis of satisfactory evidence to be  
the person whose name IS subscribed to the  
within instrument and acknowledged that HE exe-  
cuted the same.

WITNESS my hand and official seal.

Signature



(This area for official notarial seal)

86-149743

STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4-8-76 before me, the undersigned, a Notary Public in and for  
said State, personally appeared STUART M. KETCHUM

                    , personally known to me or  
proved to me on the basis of satisfactory evidence to be  
the person                      who executed the within instrument as  
A General Partner of the partners of the partnership  
that executed the within instrument, and acknowledged  
to me that such partnership executed the same.  
WITNESS my hand and official seal.

Signature J. C. [Signature]

(This area for official notarial seal)

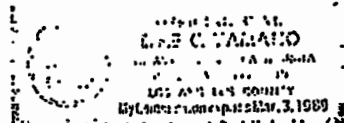
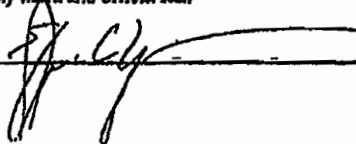
86-149743

STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4-15-86 before me, the undersigned, a Notary Public in and for said State, personally appeared STUART M. KETCHUM personally known to me or proved to me on the basis of satisfactory evidence to be the person who executed the within instrument as SOLE GENERAL PARTNER of the partners of SANTA ASSOCIATES

the partnership that executed the within instrument, and acknowledged to me that they executed the same on behalf of THE DEVIL'S TRIANGLE PARTNERSHIP, a partnership, and that said last named partnership executed the same, WITNESS my hand and official seal.

Signature



(This area for official notarial seal)

GOVERNMENT CODE 27361.7

I certify under penalty of perjury that the notary seal on the document to which this statement is attached reads as follows:

Name of Notary EFFIE C. YAMAMOTO

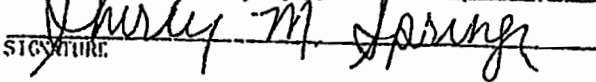
Date Commission Expires MARCH 3 1987

County where bond is filed LOS ANGELES

Place of Execution SANTA ANA

Date 4/15/86

SIGNATURE



**APPENDIX B**

**City of Newport Beach Parking Code**

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## Chapter 20.40 – Off-Street Parking

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### Sections:

- 20.40.010 – Purpose
- 20.40.020 – Applicability
- 20.40.030 – Requirements for Off-Street Parking
- 20.40.040 – Off-Street Parking Spaces Required
- 20.40.050 – Parking Requirements for Shopping Centers
- 20.40.060 – Parking Requirements for Food Service Uses
- 20.40.070 – Development Standards for Parking Areas
- 20.40.080 – Parking for Nonresidential Uses in Residential Zoning Districts
- 20.40.090 – Parking Standards for Residential Uses
- 20.40.100 – Off-Site Parking
- 20.40.110 – Adjustments to Off-Street Parking Requirements
- 20.40.120 – Parking Management Districts
- 20.40.130 – In-lieu Parking Fee

### 20.40.010 – Purpose

The purpose of this Chapter is to provide off-street parking and loading standards to:

- A. Provide for the general welfare and convenience of persons within the City by ensuring that sufficient parking facilities are available to meet the needs generated by specific uses and that adequate parking is provided, to the extent feasible;
- B. Provide accessible, attractive, secure, and well-maintained off-street parking and loading facilities;
- C. Increase public safety by reducing congestion on public streets and to minimize impacts to public street parking available for coastal access and recreation;
- D. Ensure access and maneuverability for emergency vehicles; and
- E. Provide loading and delivery facilities in proportion to the needs of allowed uses.

### 20.40.020 – Applicability

- A. **Off-street parking required.** Each use, including a change or expansion of a use or structure, except as otherwise provided for in Chapter 20.38 (Nonconforming Uses and Structures) shall have appropriately maintained off-street parking and loading areas in compliance with the provisions of this Chapter. A use shall not be commenced and structures shall not be occupied until improvements required by this Chapter are satisfactorily completed.



- B. Change, enlargement, or intensification of use.** Changes in use and enlargement or intensification of an existing use shall require compliance with the off-street parking requirements of this Chapter, except as allowed in Chapter 20.38 (Nonconforming Uses and Structures).

#### **20.40.030 – Requirements for Off-Street Parking**

- A. Parking required to be on-site.** Parking shall be located on the same lot or development site as the uses served, except for the following:
- 1. Townhouses and multi-tenant uses.** Where parking is provided on another lot within the same development site, the parking shall be located within 200 feet of the units they are intended to serve.
  - 2. Off-site parking agreement.** Parking may be located off-site with the approval of an off-site parking agreement in compliance with Subsection 20.52.080.C (Parking agreement).
- B. Permanent availability required.** Each parking and loading space shall be permanently available and maintained for parking purposes for the use it is intended to serve. The Director may authorize the temporary use of parking or loading spaces for other than parking or loading in conjunction with a seasonal or intermittent use allowed in compliance with Section 20.52.040 (Limited Term Permit).
- C. Maintenance.** Parking spaces, driveways, maneuvering aisles, turnaround areas, and landscaping areas shall be kept free of dust, graffiti, and litter. Striping, paving, walls, light standards, and all other facilities shall be permanently maintained in good condition.
- D. Vehicles for sale.** Vehicles, trailers, or other personal property shall not be parked upon a private street, parking lot, or private property for the primary purpose of displaying the vehicle, trailer, or other personal property for sale, hire, or rental, unless the property is appropriately zoned, and the vendor is licensed to transact a vehicle sales business at that location.
- E. Calculation of spaces required.**
- 1. Fractional spaces.** Fractional parking space requirements shall be rounded up to the next whole space.
  - 2. Bench seating.** Where bench seating or pews are provided, 18 linear inches of seating shall be considered to constitute a separate or individual seat.
  - 3. Gross floor area.** References to spaces per square foot are to be calculated on the basis of gross floor area unless otherwise specified.
  - 4. Net public area.** "Net Public Area" shall be defined as the total area accessible to the public within an eating and/or drinking establishment, excluding kitchens, restrooms, offices pertaining to the use, and storage areas.
  - 5. Spaces per occupant.** References to spaces per occupant are to be calculated on the basis of maximum occupancy approved by the City of Newport Beach Fire Department.

6. **Spaces required for multiple uses.** If more than one use is located on a site, the number of required off-street parking spaces shall be equal to the sum of the requirements prescribed for each use.

- F. **Nonconforming parking and loading.** Land uses and structures that are non-conforming due solely to the lack of off-street parking or loading facilities required by this Chapter, shall be subject to the provisions of Section 20.38.060 (Nonconforming Parking).

### 20.40.040 – Off-Street Parking Spaces Required

Off-street parking spaces shall be provided in compliance with Table 3.11, below. These standards shall be considered the minimum required to preserve the public health, safety, and welfare, and more extensive parking provisions may be required by the review authority in particular circumstances. Unless otherwise noted parking requirements are calculated based on gross floor area.

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
<b>Industry, Manufacturing &amp; Processing, Warehousing Uses</b>	
Food Processing	1 per 2,000 sq. ft.
Handicraft Industry	1 per 500 sq. ft.
Industry	
Small - 5,000 sq. ft. or less	1 per 500 sq. ft.
Large - Over 5,000 sq. ft.	1 per 1,000 sq. ft.
Industry, Marine Related	1 per 750 sq. ft.
Personal Storage (Mini Storage)	2 for resident manager, plus additional for office as required by Minor Use Permit
Research and Development	1 per 500 sq. ft.
Warehousing and Storage	1 per 2,000 sq. ft., plus 1 per 350 sq. ft. for offices. Minimum of 10 spaces per use
Wholesaling	1 per 1,000 sq. ft.
<b>Recreation, Education, and Public Assembly Uses</b>	
Assembly/Meeting Facilities	1 per 3 seats or 1 per 35 sq. ft. used for assembly purposes
Commercial Recreation and Entertainment	As required by Conditional Use Permit
Cultural Institutions	1 per 300 sq. ft.
Schools, Public and Private	As required by Conditional/Minor Use Permit
<b>Residential Uses</b>	
Accessory Dwelling Units	1 per unit; a minimum of 2 covered per site.
Single-Unit Dwellings - Attached	2 per unit in a garage
Single-Unit Dwellings - Detached and less than 4,000 sq. ft. of <del>habitable</del> floor area	2 per unit in a garage

**gross**

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
Single-Unit Dwellings - Detached and 4,000 square ft. or greater of floor area <i>GROSS, excluding garage basement does count</i>	3 per unit in a garage
Single-Unit Dwellings - Balboa Island	2 per unit in a garage
Multi-Unit Dwellings - 3 units	2 per unit covered, plus guest parking; 1 - 2 units, no guest parking required 3 units, 1 guest parking space
Multi-Unit Dwellings - 4 units or more	2 per unit covered, plus 0.5 space per unit for guest parking
Two-Unit Dwellings	2 per unit; 1 in a garage and 1 covered or in a garage
Live/work units	2 per unit in a garage, plus 2 for guest/customer parking
Senior Housing - market rate	1.2 per unit
Senior Housing - affordable	1 per unit
<b>Retail Trade Uses</b>	
Appliances, Building Materials, Home Electronics, Furniture, Nurseries, and Similar Large Warehouse-type Retail Sales and Bulk Merchandise Facilities	1st 10,000 sq. ft. - 1 space per 300 sq. ft. Over 10,000 sq. ft. - 1 space per 500 sq. ft. Plus 1 per 1,000 sq.ft. of outdoor merchandise areas
Food and Beverage Sales	1 per 200 sq. ft.
Marine Rentals and Sales	
Boat Rentals and Sales	1 per 1,000 sq. ft. of lot area, plus 1 per 350 sq. ft. of office area
Marine Retail Sales	1 per 250 sq. ft.
Retail Sales	1 per 250 sq. ft.
Shopping Centers	1 per 200 sq. ft. See Section 20.40.050
<b>Service Uses - Business, Financial, Medical, and Professional</b>	
Convalescent Facilities	1 per 3 beds or as required by Conditional Use Permit
Emergency Health Facilities	1 per 200 sq. ft.
Financial Institutions and Related Services	1 per 250 sq. ft.
Hospitals	1 per bed; plus 1 per resident doctor and 1 per employee.
Offices* - Business, Corporate, General, Governmental	
First 50,000 sq. ft.	1 per 250 sq. ft. net floor area
Next 75,000 sq. ft.	1 per 300 sq. ft. net floor area
Floor area above 125,001 sq. ft.	1 per 350 sq. ft. net floor area
* Not more than 20% medical office uses.	
Offices - Medical and Dental Offices	1 per 200 sq.-ft.-

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
Outpatient Surgery Facility	1 per 250 sq. ft.
<b>Service Uses - General</b>	
Adult-Oriented Businesses	1 per 1.5 occupants or as required by Conditional Use Permit
Ambulance Services	1 per 500 sq. ft.; plus 2 storage spaces.
Animal Sales and Services	
Animal Boarding/Kennels	1 per 400 sq. ft.
Animal Grooming	1 per 400 sq. ft.
Animal Hospitals/Clinics	1 per 400 sq. ft.
Animal Retail Sales	1 per 250 sq. ft.
Artists' Studios	1 per 1,000 sq. ft.
Catering Services	1 per 400 sq. ft.
<b>Care Uses</b>	
Adult Day Care – Small (6 or fewer)	Spaces required for dwelling unit only.
Adult Day Care - Large (7 or more)	2 per site for drop-off and pick-up purposes (in addition to the spaces required for the dwelling unit).
Child Day Care – Small (6 or fewer)	Spaces required for dwelling unit only.
Child Day Care - Large (9 to 14)	2 per site for drop-off and pick-up purposes (in addition to the spaces required for the dwelling unit).
Day Care - General	1 per 7 occupants based on maximum occupancy allowed per license.
Residential Care - General (7 to 14)	1 per 3 beds
<b>Eating and Drinking Establishments</b>	
Accessory (open to public)	1 per each 3 seats or 1 per each 75 sq. ft. of net public area., whichever is greater
Bars, Lounges, and Nightclubs	1 per each 4 persons based on allowed occupancy load or as required by Conditional Use Permit
Food Service with/without alcohol, with/without late hours	1 per 30-50 sq. ft. of net public area, including outdoor dining areas, but excluding the first 25% or 1,000 sq. ft. of outdoor dining area, whichever is less. See Section <del>20.40.000</del> <b>20.40.060</b>
Food Service - Fast food	1 per 50 sq. ft., and 1 per 100 sq. ft. for outdoor dining areas
Take-Out Service - Limited	1 per 250 sq. ft.
Emergency Shelter	As required by Conditional Use Permit
Funeral Homes and Mortuaries	1 per 35 sq. ft. of assembly area
<b>Health/Fitness Facilities</b>	
Small - 2,000 sq. ft or less	1 per 250 sq. ft.
Large - Over 2,000 sq. ft.	1 per 200 sq. ft.

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
Laboratories (medical, dental, and similar)	1 per 500 sq. ft.
Maintenance and Repair Services	1 per 500 sq. ft.
Marine Services	
Boat Storage - Dry	0.33 per storage space or as required by Conditional Use Permit
Boat Yards	As required by Conditional Use Permit
Dry Docks	2 per dry dock
Entertainment and Excursion Services	1 per each 3 passengers and crew members
Marine Service Stations	As required by Conditional Use Permit
Sport Fishing Charters	1 per each 2 passengers and crew members
Water Transportation Services - Office	1 per 100 sq. ft., minimum 2 spaces
Personal Services	
Massage Establishments	1 per 200 sq. ft. or as required by Conditional Use Permit
Nail Salons	1 per 80 sq. ft.
Personal Services, General	1 per 250 sq. ft.
Studio (dance, music, and similar)	1 per 250 sq. ft.
Postal Services	1 per 250 sq. ft.
Printing and Duplicating Services	1 per 250 sq. ft.
Recycling Facilities	
Collection Facility - Large	4 spaces minimum, but more may be required by the review authority
Collection Facility - Small	As required by the review authority
Visitor Accommodations	
Bed and Breakfast Inns	1 per guest room, plus 2 spaces
Hotels and accessory uses	As required by Conditional Use Permit
Motels	1 per guest room or unit
Recreational Vehicle Parks	As required by Conditional Use Permit
Time Shares	As required by Conditional Use Permit
<b>Transportation, Communications, and Infrastructure Uses</b>	
Communication Facilities	1 per 500 sq. ft.
Heliports and Helistops	As required by Conditional use Permit
Marinas	0.75 per slip or 0.75 per 25 feet of mooring space
<b>Vehicle Rental, Sale, and Service Uses</b>	
Vehicle/Equipment Rentals	
Office Only	1 per 250 sq. ft.
Limited	1 per 300 sq. ft., plus 1 per rental vehicle (not including bicycles and similar vehicles)

**TABLE 3-10  
OFF-STREET PARKING REQUIREMENTS**

Land Use	Parking Spaces Required
Vehicle/Equipment Rentals and Sales	1 per 1,000 sq. ft. of lot area
Vehicles for hire	1 per 300 sq. ft., plus 1 per each vehicle associated with the use and stored on the same site
Vehicle Sales, Office Only	1 per 250 sq. ft., plus 1 as required by DMV
Vehicle/Equipment Repair (General and Limited)	1 per 300 sq. ft. or 5 per service bay whichever is more
Vehicle/Equipment Services	
Automobile Washing	1 per 200 sq. ft. of office or lounge area; plus queue for 5 cars per washing station
Service Station	1 per 300 sq. ft. or 5 per service bay whichever is more; minimum of 4
Service Station with Convenience Market	1 per 200 sq. ft., in addition to 5 per service bay
Vehicle Storage	1 per 500 sq. ft.
<b>Other Uses</b>	
Caretaker Residence	1 per unit
Special Events	As required by Municipal Code Chapter 11.03
Temporary Uses	As required by the Limited Term Permit in compliance with Section 20.52.040

### 20.40.050 – Parking Requirements for Shopping Centers

- A.** An off-street parking space requirement of 1 space for each 200 square feet of gross floor area may be used for shopping centers meeting the following criteria:
1. The gross floor area of the shopping center does not exceed 100,000 square feet; and
  2. The gross floor area of all eating and drinking establishments does not exceed 15 percent of the gross floor area of the shopping center.
- B.** Individual tenants with a gross floor area of 10,000 square feet or more shall meet the parking space requirement for the applicable use in compliance with Section 20.40.040 (Off-street Parking Spaces Required), above.
- C.** Shopping centers with a gross floor areas in excess of 100,000 square feet or with eating and drinking establishments occupying more than 15 percent of the gross floor area of the center shall use a parking requirement equal to the sum of the requirements prescribed for each use in the shopping center.

**20.40.060 – Parking Requirements for Food Service Uses**

**A. Establishment of parking requirement.** The applicable review authority shall establish the off-street parking requirement for food service uses within a range of one space for each 30 to 50 square feet of net public area based upon the following considerations:

**1. The physical design characteristics:**

- a. The gross floor area of the building or tenant space;
- d. The number of tables or seats and their arrangement;
- e. Other areas that should logically be excluded from the determination of net public area;
- f. The parking lot design, including the use of small car spaces, tandem and valet parking and loading areas;
- g. Availability of guest dock space for boats; and
- h. Extent of outdoor dining.

**2. Operational characteristics:**

- a. The amount of floor area devoted to live entertainment or dancing;
- b. The amount of floor area devoted to the sale of alcoholic beverages;
- c. The presence of pool tables, big screen televisions or other attractions;
- d. The hours of operation; and
- e. The expected turn over rate.

**3. Location of the establishment:**

- a. In relation to other uses and the waterfront;
- b. Availability of off-site parking nearby;
- c. Amount of walk-in trade; and
- d. Parking problems in the area at times of peak demand.

**B. Conditions of approval.** If during the review of the application, the review authority uses any of the preceding considerations as a basis for establishing the parking requirement, the substance of the considerations shall become conditions of the permit application approval and a change to any of the conditions will require an amendment to the permit application, which may be amended to establish parking requirements within the range as noted above.

## **APPENDIX C**

### **Spillover Spot Checks**



**Spillover Spot Check**  
**6/10/2011**

	Zone D	Zone G	Zone H
7:30 AM - 8:30 AM	4UGJ	<u>3WOF</u>	<u>4PIL</u>
	<b>2ZKT*</b>	<b>8E81*</b>	<u>6MAN</u>
	<b>6HRM*</b>	<u>5TFH*</u>	3GZP
	<u>5SDS</u>	<u>4KK7*</u>	<b>5VFJ*</b>
	<b>3HIT*</b>	<b>4CBY*</b>	
		<u>3PZC*</u>	
		6DOC*	
12:30 PM	4BLB	4ZZP	<u>5KNM</u>
	<u>5SDS</u>	6AO6	<b>5VFJ*</b>
	<b>3HIT*</b>	6DLU	<u>5HBL</u>
	<u>5MXA</u>	<u>3WOF</u>	<u>4PIL</u>
	<b>6HRM*</b>	<b>4CBY*</b>	<u>6MAN</u>
	5YCN	<b>8E81*</b>	
	<u>4VHD</u>	<u>4KK7*</u>	
	<b>2ZKT*</b>	<u>5TFH*</u>	
	6HPT	6MIT	
	6GAU		
5:00 PM	<b>3HIT*</b>	<b>4CBY*</b>	<b>5VFJ*</b>
	<u>5MXA</u>	<b>8E81*</b>	<u>5KNM</u>
	<b>6HRM*</b>	3SYL	<u>5HBL</u>
	<u>4VHD</u>	7Y18	2KQC
	<b>2ZKT*</b>	4DLB	6MHT
	5KNM		6GER
	<u>3PZC*</u>		5TWS
	5SFB		
	<u>5SDS</u>		

\* = Driver of parked vehicle entered adjacent office building

**####\*** = Vehicle belongs to office user and parked during morning, midday, and evening spot check

**####** = Vehicle parked during at least two of the spot checks

## **Attachment No. PC 7**

Reciprocal Parking & Maintenance  
Agreement for Existing Off-Site Parking

When Recorded Return To:  
The Newport Project  
4101 MacArthur Blvd.  
Newport Beach, CA 92660

253/17

5/14/80

811 10443 775

RECIPROCAL PARKING AND MAINTENANCE AGREEMENT

This Agreement made this 27 day of September 1972, by and between THE NEWPORT PROJECT, a joint venture composed of Emkay Development Company, Inc. and Atlas Realty Company (hereinafter called "The Newport Project"), and EMKAY DEVELOPMENT COMPANY, INC. (hereinafter called "Emkay").

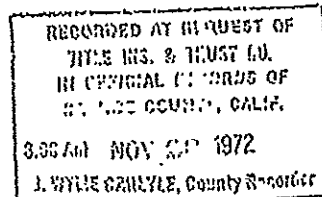
RECITALS

*Trinity Co.  
Lots 1-15  
12-15-80  
15-80*

A. The Newport Project is the owner of Lot 4 of Track 7770, recorded in book 299, pages 15-16 of Miscellaneous Maps, Records of Orange County, outlined in red on the parcel analysis attached hereto as Exhibit "A" and incorporated herein by this reference (the "Development").

B. Concurrently with the recording of this Agreement The Newport Project is deeding to Emkay the portion of the Development denominated Parcel 1 and outlined in green on Exhibit "A." The Newport Project intends to deed to others the portions of the Development delineated Parcels 2 and 3, outlined in yellow and in blue, respectively, on Exhibit "A."

C. The Newport Project and Emkay desire to establish integrated parking facilities and landscaped areas in the Development, and to provide for the maintenance of same, for the benefit of all of the Development, and for the common use and benefit of the present and future owners and lessees of Parcels within the Development, all as more specifically hereinafter set forth.



AGREEMENT

BLK 10443 PAGE 776

In consideration of the foregoing recitals, the mutual covenants hereinafter set forth, and the mutual benefits to be derived by each of the parties therefrom, it is hereby agreed among the parties as follows:

1. Definitions.

(a) The "Term" of this Agreement shall commence on the date hereof and continue until terminated by agreement among a majority of the owners of the Parcels in the Development or their respective successors in interest.

+ Plz.  
Commission  
for 1st Amendment

(b) The "Effective Date" of this Agreement shall be, as to each of the respective Parcels, the first to occur of the opening for business of the restaurant to be constructed on such Parcel or thirty (30) days following the recording of a notice of completion of the restaurant to be constructed on such Parcel.

(c) "Common Areas" shall mean those portions of the Development designated by shading on Exhibit "A," being composed of Common Parking Areas and Common Landscaped Areas.

2. Use of Common Areas. The Newport Project and Emkay each hereby grant to the other reciprocal easements for parking purposes and ingress and egress over, across and upon the Common Areas located upon their respective Parcels. No building or structure shall be erected or maintained upon the Common Areas other than parking and landscaping areas and related sidewalks, walkways, lighting and similar

associated facilities. Each of the Parcel owners, their lessees, assigns and successors in interest, and their respective employees and invitees, shall be entitled to use the Common Areas, subject to such reasonable rules and regulations relating to such use as a majority of the Parcel owners may from time to time establish, including validation requirements.

3. Improvement. Each Parcel owner, or its successor in interest, shall, at its own expense, improve those portions of the Common Parking Areas and Landscaped Areas on its respective premises. Such work of improvement shall be performed pursuant to plans and specifications approved by Emkay and the Parcel owner.

4. Maintenance. From and after the Effective Date as to the first restaurant to be constructed Emkay shall, subject to the direction of a majority of the Parcel owners, operate, manage, police, light, repair and maintain the Common Areas.

5. Control. Subject to the direction of a majority of the Parcel owners, Emkay shall at all times during the Term hereof control the automobile parking areas, driveways, entrances and exits, landscaped areas, and the sidewalks and pedestrian passageways within the Common Areas, and may at any time and from time to time during the Term hereof restrain any use or occupancy thereof except as authorized by the rules and regulations for the use of such areas established by a majority of the Parcel owners from time to time. Emkay may temporarily close all or portions of the Common Areas for repairs or alterations, to prevent a dedication thereof or the accrual of prescriptive rights therein,

or for any other reason deemed sufficient by Emkay. The rights of each of the parties and their successors in interest in and to the Common Areas shall at all times be nonexclusive and subject to the rights of other parties and their successors in interest from time to time authorized to use the Common Areas on a nonexclusive basis.

6. Costs and Expenses.

*Emkay gets  
2% of product  
10% 6-11*

(a) Each Parcel owner shall pay to  
Emkay in the manner and at the time provided below,  
such party's proportionate share, as defined below,  
of all costs and expenses incurred by Emkay for the  
operation and maintenance of the Common Areas. Such  
costs and expenses shall include, without limiting  
the generality of the foregoing, gardening, land-  
scaping, cost of public liability, property damage,  
vandalism and malicious mischief, and other insurance,  
repairs, painting, lighting, cleaning, trash removal,  
depreciation of equipment, fire protection, and similar  
items, and an amount equal to ten percent (10%) of  
all such costs and expenses to cover Emkay's admin-  
istrative and overhead expenses. It is intended and  
agreed that all taxes and assessments by public  
authority relating to real property or the ownership  
thereof, including the real property comprising the  
Common Areas, shall be paid by the respective Parcel  
owners. In no event shall any cost or expense  
relating to the buildings in the Development be  
included in the cost of operation of the Common  
Areas.

(b) The proportionate share of the Common Area costs of each Parcel owner shall be as follows:

(i) Upon the Effective Date as to the first owner to open for business, such owner shall pay 100% of the cost of maintaining and operating the Common Areas located on such party's Parcel.

(ii) Upon the Effective Date as to the second owner to open for business, the two owners so opened shall share the cost of operating and maintaining the Common Areas located on their two Parcels, in the proportion which the respective gross square footages of their two Parcels bear to each other.

(iii) Upon the Effective Date as to the third owner to open for business, and for the balance of the Term, the three Parcel owners shall share the cost of operating and maintaining all of the Common Areas located in the Development in the following percentages:

Owner of Parcel 1	38%
Owner of Parcel 2	25%
Owner of Parcel 3	37%

(c) Prior to the commencement of each calendar period of six (6) months during the Term, Emkay shall give each Parcel owner a written

estimate of their respective shares of such Common Area costs for the ensuing six (6) month period. Such estimated amount shall not exceed 110% of the actual share of such Parcel owner for the then current six (6) month period. Each Parcel owner shall pay such estimated amount to Emkay in equal monthly installments, in advance. Within ninety (90) days after the end of each such six (6) month period, Emkay shall furnish to each Parcel owner a statement showing in reasonable detail the costs and expenses incurred by Emkay for the operation and maintenance of the Common Areas during such period, and each Parcel owner shall promptly make any payment or allowance necessary to adjust each such party's estimated payment to such party's actual proportionate share of Common Area costs as shown by such annual statement.

7. Enforcement of Assessments.

(a) Failure to pay the estimated share of Common Area cost or any installment thereof, including any semi-annual adjustment, promptly and in any event within ten (10) days after written notice from Emkay of nonpayment, shall constitute a delinquency and default with respect to the Parcel to which such share relates. A majority of the Parcel owners is authorized and empowered to proceed in the event of any such default to collect each such delinquent individual assessment, together with interest upon the unpaid amount thereof at ten percent (10%) per annum from the date of such notice, until the same is fully paid, together



with recording fees, title costs, court costs, and reasonable attorney's fees.

(b) If and whenever a default occurs, as provided above, the non-defaulting Parcel owners shall be entitled to a lien against the Parcel to which such default relates, for the unpaid amount of such share of Common Area costs and the cost and expenses described above. In the event of any such default, then any non-defaulting Parcel owner may file for record in the office of the County Recorder of Orange County, California, a claim of lien, which shall contain at least:

(i) A statement of the unpaid amount of the share of Common Area cost;

(ii) A description sufficient for identification of the Parcel to which the default relates; and

(iii) The name of the owner or reputed owner of the property described in (ii) above.

Such claim of lien shall be effective to establish a lien against the real property described in such claim, in the amount specified therein, together with interest at ten percent (10%) per annum from the date of notice of nonpayment, together with recording fees and reasonable costs of any title search or title policy before or after made or obtained in connection with such claim of lien or the foreclosure of the claim of lien, together with court costs and reasonable attorney's fees which may accrue in the enforcement of such lien.

(c) Such lien, when so established against the real property described in said claim, shall be prior and superior to any right, title, interest, lien, or claim which may be or may have been acquired in or attached to said real property subsequent to the time of filing such claim, except that such lien shall in any event be subordinate to the lien of any bona fide first trust deed upon such property. Such lien shall be for the use and benefit of the non-defaulting Parcel owners and may be enforced and foreclosed in a suit or action brought by any one or more of them in any court of competent jurisdiction, if brought within one year of the filing of such claim, in the same manner as if the amount of such lien had been evidenced by the promissory note of the person or persons who on the date of notice of nonpayment were the fee owners of the property subjected to such lien, and as if such note were secured by a real estate mortgage upon said real property duly executed by the fee owners of such property as of the time of recording and duly recorded at the time such claim was filed for record. In any such suit or action the plaintiffs shall be entitled to a personal judgment in the full amount of such lien against each person who was such fee owner on such date of notice of nonpayment. The net amount received on account of such lien or from any judgment with respect to such lien, if received after the close of the year for which such share was due, shall be applied against the non-defaulting Parcel owners' current shares of Common Area costs, until fully expended.

8. Binding Upon Successors. This Agreement shall be binding upon and inure to the benefit of the parties and their respective successors, assigns, lessees and sublessees.

Upon transfer of the fee title to any Parcel to a successor which assumes in writing the obligations imposed by this Agreement, the transferor shall be relieved from all obligations accruing hereunder subsequent to the date of transfer.

9. Paragraph Headings. The paragraph headings used herein are for reference only, and shall not enter into the interpretation of this Agreement.

EXECUTED this 19th day of October, 1972.

*Must have plan, Comm  
related to liens - what  
if assign only admin burdens  
- control subject to  
majority (i.e. any 2) parcel  
owners, so how are they  
liens, etc.  
- sufficient to have assigned of duties  
to assignee + just notify city +  
other 2 lot owners?  
- transfer of property coupled w/ ownership  
of parcel?*

EMKAY DEVELOPMENT COMPANY, INC.

By Edward J. Berman

By R. A. Allen

THE NEWPORT PROJECT

By EMKAY DEVELOPMENT COMPANY, INC.

By Edward J. Berman

By R. A. Allen

By ATLAS REALTY COMPANY

By Ed Berman

By W. J. Perry

STATE OF CALIFORNIA  
COUNTY OF ORANGE

WFL 10443 PAGE 784

On this 19th day of October, 1972, before me, the undersigned, a Notary Public for said County and State, personally appeared Robert A. Alleborn and Edward J. Ruwaldt known to me to be the president and vice-president respectively of Emkay Development Co., Inc.

the corporation that executed the within instrument, said persons being known to me to be the persons who executed the within instrument on behalf of said corporation, said corporation being known to be to be one of the joint venturers of

THE NEWPORT PROJECT.

the joint venture that executed the within instrument and acknowledged to me that such corporation executed the same both individually and as joint venturer of said joint venture and that such joint venture also executed the same.

(SEAL)

Virginia M. White

Name (Typed or Printed)

Notary Public in and for said County and State

STATE OF CALIFORNIA }  
COUNTY OF Orange } ss.

On October 19th, 1972, before me, the undersigned, a Notary Public in and for said State, personally appeared R. A. Alleborn known to me to be the President, and Edward J. Ruwaldt, known to me to be the vice president Secretary of the Corporation that executed the within instrument, known to me to be the persons who executed the within instrument on behalf of the Corporation therein named, and acknowledged to me that such Corporation executed the same, and acknowledged to me that such Corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.

(Seal)

Virginia M. White  
(Notary Public's Signature)

Virginia M. White

(Name - Typed or Printed)

Notary Public in and for said State

STATE OF TEXAS

COUNTY OF HARRIS

On this 19th day of October, 1972, before me; the undersigned, a Notary Public for said County and State, personally

appeared L. O. Benson and W. J. Perry, Jr.

known to me to be the vice president and assistant secretary

respectively of Atlas Realty Company  
the corporation that executed the within instrument, said persons being known to me to be the persons who executed the within instrument on behalf of said corporation, said corporation being known to me to be one of the joint venturers of The Newport Project

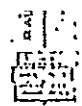
the joint venture that executed the within instrument, and acknowledged to me that such corporation executed the same both individually and as joint venturer of said joint venture and that such joint venture also executed the same.

(SEAL)

*Edmund J. McManus*  
Name (Typed or Printed)  
Notary Public in and for said  
County and State

My commission expires 6/1/73

1044361/03



10443 RUC / 66  
H. 10443

NOTE:  
ALL DIMENSIONS  
UNLESS OTHERWISE  
NOTED

1. ALL DIMENSIONS  
ARE TO BE TAKEN  
FROM THE CENTER  
LINE OF THE  
ROAD

SCALE 1" = 20'

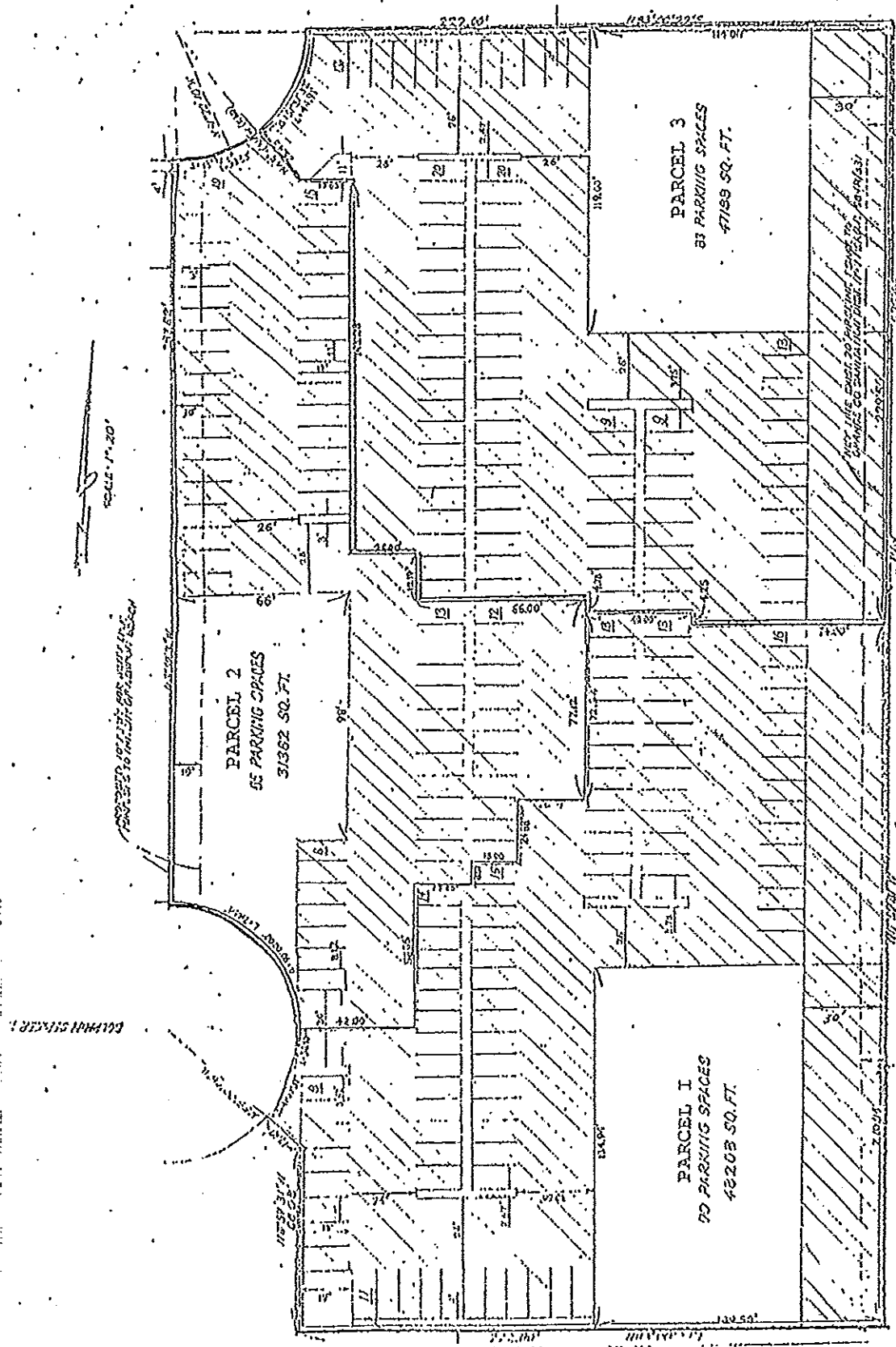


EXHIBIT "A"

86-149743

RECORDED IN OFFICIAL RECORDS  
OF ORANGE COUNTY, CALIFORNIA

-3 25 PM APR 15 '86

RECORDED  
AND INDEXED BY

*John A. Branch* COUNTY  
RECORDER

WHEN RECORDED, RETURN TO:  
LATHAM & WATKINS  
555 South Flower Street  
Los Angeles, CA 90071-2466  
Attn: J. K. Hachigian

\$19.00  
C6

COVENANT AND AGREEMENT  
REGARDING MAINTENANCE OF OFF-STREET  
PARKING SPACE AFFECTING  
PARCEL 1 OF PARCEL MAP FILED IN  
BOOK 45, PAGE 23 AND  
PARCEL 1 OF PARCEL MAP FILED IN  
BOOK 183 PAGES 14 THROUGH 15 OF  
PARCEL MAPS, IN THE OFFICE OF  
THE COUNTY RECORDER, ORANGE COUNTY, CALIFORNIA

86-149743

THIS COVENANT AND AGREEMENT FOR OFF-STREET PARKING SPACE (the "Agreement") is made as of January 14, 1986, between STUART MITCHELL KETCHUM, JR. ("Ketchum") and THE DEVIL'S TRIANGLE PARTNERSHIP, a California general partnership ("Devil's Triangle"). Ketchum owns the property situated in the State of California, County of Orange, City of Newport Beach described as follows:

Parcel 1 of Parcel Map 83-705 as per map filed in book 183, pages 14 and 15 of Parcel Maps in the Office of the Recorder of said County (hereinafter the "Continental Property");

and Devil's Triangle owns the adjoining property described as follows:

Parcel 1 as shown on a Parcel Map filed in book 45, page 23 of Parcel Maps in the Office of the Recorder of said County (hereinafter the "El Torito Property").

#### RECITAL

The Planning Commission of the City of Newport Beach, California (the "City") has approved, subject to certain conditions, Devil's Triangle's request to allow the use of an existing open courtyard for dining and drinking purposes in the El Torito Restaurant (located on the El Torito Property). One condition requires that a covenant for additional automobile parking spaces be established to run with the Continental Property for the benefit of the El Torito Property, and another condition requires a grant of an easement for and the construction of a sidewalk linking the covenanted parking spaces on the Continental Property to the El Torito Property. The purpose of this Agreement is to satisfy said conditions.

#### ARTICLE 1. COVENANT AND EASEMENT

Section 1.1 - GRANT OF COVENANT. The owner of the Continental Property hereby covenants and agrees to provide on the Continental Property, for the benefit of the El Torito Property, sixteen (16) automobile parking spaces together with a nonexclusive easement for access to, ingress to, egress from, and use and enjoyment of the parking spaces for (i) passage of vehicles, (ii) passage of pedestrian traffic, and (iii) other uses incidental to such passage;



86-149743

reserving, however, in favor of the owner of the Continental Property, all rights of access to, ingress to, egress from and use and enjoyment of the parking spaces not otherwise inconsistent with the parking rights granted herein.

Section 1.2 - GRANT OF EASEMENT. The owner of the Continental Property hereby grants a nonexclusive easement for the passage of pedestrian traffic, and other uses incidental to such passage, over the Continental Property from the parking spaces, as covenanted in Section 1.1, to the El Torito Property over such portion of the Continental Property as the owner thereof shall reasonably designate. The owner of the El Torito Property shall have the right, after obtaining the approval of the Continental Property owner, which such approval shall not be unreasonably withheld, to construct a sidewalk along the easement route. Such sidewalk shall be constructed and maintained at the sole expense of the owner of the El Torito Property. The owner of the Continental Property shall have the right, at its sole expense and subject to the approval of the owner of the El Torito Property, which such approval shall not be unreasonably withheld, to relocate the easement and reconstruct a sidewalk along the relocated easement route.

Section 1.3 - TEMPORARY LOSS OF PARKING SPACES. The owner of the Continental Property shall have the right from time to time, in order to accommodate construction or other activities on the Continental Property, to temporarily relocate some or all of the covenanted parking spaces to an off-site location (not on the Continental Property) which, under the then-present circumstances, will enable the owner of the El Torito Property to use the same with as little inconvenience to such owner as is practicable under the circumstances.

Section 1.4 - PARKING CHARGES. The owner of the Continental Property shall have the right to assess and collect from any person parking on the spaces covenanted in Section 1.1 a parking fee in the amount as follows:

- (a) As long as such parking spaces are surface parking, the fee shall be FORTY DOLLARS (\$40) per month per space.
- (b) If the parking spaces are located off-site on an interim basis pursuant to Section 1.3, the fee shall be an amount necessary to reimburse

86-149743

the owner of the Continental Property for its costs of providing each such interim parking space.

- (c) If the parking spaces are located within a parking structure, the fee shall be the greater of (i) EIGHTY DOLLARS (\$80) per month per space or (ii) the then-prevailing rate for such parking.

## ARTICLE 2. GENERAL PROVISIONS

Section 2.1 - TERM. This covenant and easement shall continue in effect until such time as the El Torito Property is no longer used as a restaurant. At the expiration of such term, the owner of the El Torito Property shall provide to the owner of the Continental Property a quitclaim deed or other documents necessary to eliminate of record the covenant and easement established by this Agreement.

Section 2.2 - COVENANTS TO RUN WITH LAND. The covenants and easements established herein are for the benefit of the El Torito Property and are intended to be and shall be construed as covenants running with the Continental Property and equitable servitudes upon the Continental Property and every part thereof. Furthermore, each and all of such covenants and easements shall be binding upon and burden, and shall inure to the benefit of, all persons having or acquiring any right, title or interest in the Continental Property, the El Torito Property or any part of either thereof, and their respective successors and assigns, all upon the terms, provisions and conditions set forth herein.

## Section 2.3 - GENERAL INTERPRETATION

(a) If any term, provision or condition contained in this Agreement (or the application of any such term, provision or condition) shall to any extent be invalid or unenforceable, the remainder of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

(b) When the context in which words are used herein indicates that such is the intent, words in the singular number shall include the plural and vice versa. All pronouns and any variations thereof shall be deemed to refer to all genders, and the term "person" shall include natural individuals, corporations, partnerships, unincorporated organizations, associations, trusts, estates and all other forms of

86-149743

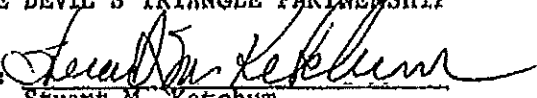
entities. The captions of the Articles and Sections herein are for convenience of reference only and shall not be considered or referred to in resolving questions of interpretation or construction.

IN WITNESS WHEREOF, Ketchum and Devil's Triangle have executed this instrument as of the day and year first above written.

  
STUART MITCHELL KETCHUM, JR.

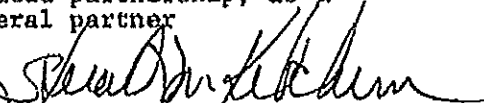
THE DEVIL'S TRIANGLE PARTNERSHIP

By:

  
Stuart M. Ketchum  
as a general partner

By: SANTA ASSOCIATES, a California  
limited partnership, as a  
general partner

By:

  
Stuart M. Ketchum, its  
sole general partner

85-149743

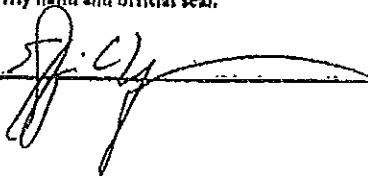
STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4-8-56 before me, the undersigned, a Notary Public in and for  
said State, personally appeared STUART MITCHELL KETCHUM, JR.

\_\_\_\_\_, personally known to me or  
proved to me on the basis of satisfactory evidence to be  
the person whose name IS subscribed to the  
within instrument and acknowledged that HE exe-  
cuted the same.

WITNESS my hand and official seal.

Signature



(This area for official notarial seal)

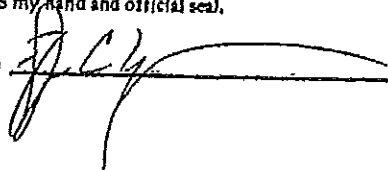
86-149743

STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4-8-86 before me, the undersigned, a Notary Public in and for  
said State, personally appeared STUART M. KETCHUM

, personally known to me or  
proved to me on the basis of satisfactory evidence to be  
the person who executed the within instrument as  
A GENERAL PARTNER of the partners of the partnership  
that executed the within instrument, and acknowledged  
to me that such partnership executed the same.  
WITNESS my hand and official seal.

Signature



NOTARY PUBLIC  
STATE OF CALIFORNIA  
My Comm. Expires 12/31/89

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86-149743

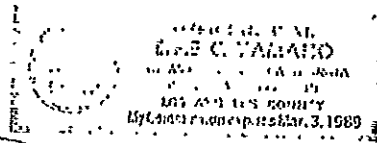
STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES } ss.

On 4-15-86 before me, the undersigned, a Notary Public in and for said State, personally appeared STUART M. KETCHUM personally known to me or proved to me on the basis of satisfactory evidence to be the person who executed the within instrument as SOLE GENERAL PARTNER of the partners of SANTA ASSOCIATES

the partnership that executed the within instrument, and acknowledged to me that they executed the same on behalf of THE DEVIL'S TRIANGLE PARTNERSHIP, a partnership, and that said last named partnership executed the same.  
WITNESS my hand and official seal.

Signature

[Signature]



(This area for official notarial seal)

GOVERNMENT CODE 27361.7

I certify under penalty of perjury that the notary seal on the document to which this statement is attached reads as follows:

Name of Notary EFFIE C. YAMANO

Date Commission Expires MARCH 3 1989

County where bond is filed LOS ANGELES

Place of Execution SANTA ANA

Date 4/15/86

Signature

[Signature]

## **Attachment No. PC 8**

Parking Authorization & License Agreement  
for Additional Off-Site Parking

## PARKING AUTHORIZATION AND LICENSE AGREEMENT

This PARKING AUTHORIZATION AND LICENSE AGREEMENT (this "License Agreement") is made as of this April 13, 2011 by and between Ridgeway Development Company (the "Licensee") and Ampco System Parking (the "Licensor"), pursuant to which Licensor grants Licensee the right to use certain parking spaces located at 4100 Newport Place in Newport Beach, California (the "Parking Structure").

1. **PARKING SPACES:** Licensor hereby grants to Licensee a license to use on a nonexclusive basis, during the License Term (defined herein), up to SIXTEEN (16) unreserved parking spaces in the parking structure (the "Parking Spaces"). The location will be the top level of the parking structure.
2. **LICENSE TERM:** The term of this License Agreement (the "License Term") shall Commence on the date Licensee receives a certificate of occupancy for 10,000 square feet of the new development project at 4221 Dolphin Striker Way. The Agreement will expire one (1) year ("Initial Term") subsequent to the commencement date. This Agreement will be void if Licensee does not secure a certificate of occupancy by June, 1 2012. Upon Expiration of the Initial Term, the License Agreement shall continue on a month-to-month basis subject to termination by either party upon by providing a thirty (30) day written notice.
3. **USE:** The Parking Spaces are only to be used by the Licensee and its employees and agents. Spaces are not intended for use by Licensee's visitors, invitees, contractors, or subcontractors. Licensee acknowledges that the Parking Spaces are only to be occupied by passenger vehicles.
4. **LICENSE/PARKING FEE:** For the Licensee Term, Licensee shall pay to Ampco System Parking on a monthly basis \$72.50 for each parking space requested by Licensee and for which a keycard is issued by Licensor ("Licensee Spaces") during any month. At Licensor's sole discretion, the monthly rate shall be subject to adjustment upon expiration of the initial License Term. The total parking used by Licensee will not exceed Sixteen (16) spaces. Licensee shall pay Licensor, on or before the commencement date of the License Term, Licensee's first (1<sup>st</sup>) month's license/parking fee in an amount equal to \$72.50 times the number of Licensee Spaces
5. **KEYCARD FEES:** Licensee shall pay to Licensor, concurrently with the commencement of the License Term, a non-refundable fee of Ten Dollars (\$10.00) per keycard requested. Licensee acknowledges that it shall be charged a Ten Dollar (\$10.00) fee by Licensor for each new or replace keycard .



6. **LIMITATION OF LIABILITY:** Upon receipt of the keycards, Licensee acknowledges that it shall be permitted to park one (1) vehicle within one (1) unreserved parking space in the Parking Structure for each parking space leased provided the use of all such Parking Spaces shall be at the risk of the Licensee. Licensor does not assume care, custody, or control of any vehicle or its contents.

7. **INDEMNIFICATION:** Licensee shall indemnify, defend and hold harmless Licensor and its partners and affiliated entities and their employees, partners, directors, agents, representatives, and professional consultants and its and their respective successors and assigns (collectively, the "Indemnities") from and against any loss, damage, injury, death, accident, fire or other casualty, liability, claim, cost or expense (including but not limited to reasonable attorneys' fees) of any kind or character to any person or property, including the property of the Indemnities (collectively, the "Claims"), arising, in whole or in part, from or relating to: (a) the use of the Parking Structure and the real property upon which the Parking Structure is situated (the "Property") by Licensee or its employees, (b) any act or omission of Licensee or any of its employees relative to the Property, (c) any bodily injury, property damage, accident, fire or other casualty to or involving Licensee or its employees and its or their property on the Property, (d) any loss of theft whatsoever of any property of anything placed or stored by Licensee or its employees on or about the Property, (e) any breach by Licensee of its obligation under this License Agreement, (f) any violation of any rule, ordinance, regulation or law, and (h) any bodily injury or property damage resulting from Licensee's access to the Property. In Addition to, and not in limitation of, Licensor's other rights and remedies under this License Agreement, should Licensee fail within thirty (30) days of written request from Licensor to acknowledge its indemnity obligation and obligation to assume the defense of the Indemnities from and against any Claim as provided in this Paragraph 7, then in any such case Licensor may, at its option, pay any such Claim or settle or discharge any action therefore or satisfy any judgment thereon, and all costs, expenses and other sums incurred by Licensor in connection therewith (including but not limited to reasonable attorneys' fees) shall be maximum contract rate permitted by law from the date incurred or paid until repaid and any default either in such initial failure to pay or subsequent repayment to Licensor shall, at Licensor's option, constitute a breach under this License Agreement. Except for Licensor's sole negligence or willful misconduct.

8. **RULES AND REGULATION:** Licensee shall provide to Licensor the license plate number or Vehicle Identification Number ("VIN") and/or stock number of any and all vehicles to be parked within the Parking Structure. The use of the Parking Spaces shall be subject to the Parking Rules and Regulations contained in Exhibit "A" attached hereto and any other reasonable, non-discriminatory rules

and regulations adopted by Licensor and/or Licensor's parking operators from time to time, including any system for controlled ingress and egress and charging visitors and invitees, with appropriate provision for validation of such charges. Licensee shall not use more parking privileges than its allotment and shall not use any parking spaces specifically assigned by Licensor to tenants of the building situated upon the Property (the "Building") or the project or for such other uses as visitor parking. Licensee's parking privileges shall be used only for parking by vehicles no larger than normally sized passenger automobiles or pick-up trucks. Licensee shall not permit or allow any vehicles that belong to or are controlled by Licensee or Licensee's employees to be parked in areas other than those designated by Licensor for such loading or unloading or unloading activities. If Licensee permits or allows any of the prohibited activities described herein, then Licensor shall have the right, without notice, in addition to such other rights and remedies that it may have, to remove or tow away the vehicle involved and charge the cost thereof Licensee, which cost shall be immediately payable by Licensee upon demand by Licensor.

9. **ASSIGNABILITY:** This license is personal to Licensee and Licensee shall not assign its rights under this License Agreement, whether voluntarily or by operation of law, and Licensee shall not permit the use of the Parking Spaces, or any part thereof, except in strict compliance with the provisions hereof, and any attempt to do so shall be null and void.
10. **GOVERNMENTAL REGULATIONS AND OTHER OBLIGATIONS OF LICENSEE:** Licensee's use of the Parking Structure shall comply with all applicable governmental ordinances, rules, laws, and regulations. All persons who enter upon the Property pursuant to this License Agreement do so at their own risk, and shall comply with any and all instructions and directions of Licensor or Licensor's authorized representatives. Licensee shall not bring, store or use any hazardous or toxic materials or substances on the Property.
11. **GOVERNING LAW:** The terms of this License Agreement shall be governed by and construed according to the laws of the State of California.
12. **TIME OF THE ESSENCE:** Time is of the essence as to each term, provision, condition and requirement contained in the License Agreement.
13. **MISCELLANEOUS:** This License Agreement constitutes the entire agreement between the parties hereto pertaining to the subject matter hereof and all prior and contemporaneous agreements, representations and understandings of the parties hereto, oral or written, are hereby superseded and merged herein. The headings of

this License Agreement are for purpose of reference only and shall not limit or define the meaning of the provisions hereof. This License Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute the same instrument. Neither this License Agreement nor a short form memorandum or assignment hereof shall be filed or recorded in any public office. Any attorneys' fees or other costs incurred in clearing such cloud on title to the Property will be Licensee's sole cost and responsibility.

Please acknowledge your acceptance of these terms with your signature below.

Ridgeway Development Company

Ampco System Parking

By: Paul W. Ridgeway

By: [Signature]

Date: 4-28-11

Date: 5/11/11

## PARKING RULES AND REGULATIONS

In addition to the parking provisions contained in the License Agreement to which this Exhibit "A" is attached, the following rules and regulations shall apply with respect to the use of the Building's parking facilities.

1. Every parker is required to park and lock his/her own vehicle. All responsibility for damage to or loss of vehicles is assumed by the parker and Licensor shall not be responsible for any such damage or loss by water, fire, defective brakes, the act or omissions of others, theft, or for any other cause.
2. Licensee shall not park any vehicles in the Parking Structure other than automobiles, motorcycles, motor driven or non-motor driven bicycles or four wheeled trucks.
3. Parking stickers, keycards or any other device or form of identification supplied by Licensor as a condition of use of the parking facilities shall remain the property of Licensor. The serial number of the parking identification device may not be obliterated. Devices are not transferable and any device in the possession of an unauthorized holder will be void.
4. Intentionally deleted
5. Vehicles must be parked entirely within painted stall lines of a single parking stall.
6. All directional signs and arrows must be observed.
7. The speed limit within all parking areas shall be five (5) miles per hour.
8. Parking is prohibited: (a) in areas not striped for parking; (b) in aisles; (c) where "no parking" signs are posted; (d) on ramps; (e) in cross-hatched areas; and (f) in reserved spaces and in such other areas as may be designated by Licensor or Licensor's parking operator.
9. Loss or theft of parking identification devices must be reported to the management office immediately, and a lost or stolen report must be filed by the Licensee or user of such parking identification device at that time. Licensor has the right to exclude any vehicle from the parking facilities that does not have an identification device.

10. Any parking identification devices reported lost or stolen found on any unauthorized car will be confiscated and the illegal holder will be subject to prosecution.
11. Washing, waxing, cleaning, or servicing of any vehicle in any are not specifically reserved for such purpose is prohibited.
12. The parking operators, managers or attendants are not authorized to make or allow any exceptions to these rules and regulations.
13. Licensee's continued right to park in the parking facilities is conditioned upon Licensee abiding by these rules and regulations and those contained in this License Agreement.
14. Licensor reserves the right to establish and change parking fees, only in accordance with Section 4 of the License Agreement, and to modify and/or adopt such other reasonable and non-discriminatory rules and regulations for the parking facilities as it deems necessary for the operation of the parking facilities, and any violation of the rules shall subject the vehicle to removal, at such vehicle owner's expense.

June 24, 2011

Rosalinh Ung  
City of Newport Beach  
Via email ([Rung@newportbeachca.gov](mailto:Rung@newportbeachca.gov))

Re: **Ampco System Parking**  
**4100 Newport Place**

Dear Rosalinh:

This letter serves to provide confirmation that Ampco has the authority to sign on behalf of ownership for parking related matters that pertain to the structure located at 4100 Newport Place in Newport Beach, California.

Please feel free to contact me directly if you require any additional information, my number is (949) 260-1390.

Sincerely,

PM Realty Group, LP  
As Agent for NEWPORT PLACE CORPORATION,  
a Delaware corporation

  
Dawn Perry  
Property Manager

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A diagram of a shield with a vertical line down the center. The shield is divided into four horizontal sections by this line and two additional lines. The sections are numbered 1, 2, 3, and 4 from top to bottom. The top section is labeled '1', the second '2', the third '3', and the bottom '4'. The shield is oriented with its top edge at the top of the page.

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CAR COUNTS 4100 NEWPORT PLACE			
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25-Apr	IN	OUT	TOTAL
6:00 TO 10:00	612	53	559
6:00 TO 2:00	758	222	536

26-Apr	IN	OUT	TOTAL
6:00 TO 10:00	640	65	575
6:00 TO 2:00	810	235	575

27-Apr	IN	OUT	TOTAL
6:00 TO 10:00	551	27	524
6:00 TO 2:00	776	263	513

28-Apr	IN	OUT	TOTAL
6:00 TO 10:00	596	29	567
6:00 TO 2:00	773	205	568

29-Apr	IN	OUT	TOTAL
6:00 TO 10:00	578	30	548
6:00 TO 2:00	790	266	524

	IN	OUT	TOTAL	Total Available Spaces
Daily Averages				
6:00 TO 10:00	595	41	555	508
6:00 TO 2:00	781	238	543	520



## **Attachment No. PC 9**

Waiver Request for Development  
Agreement

July 26, 2011

Rosalinh Ung  
City of Newport Beach  
3300 Newport Blvd.  
Newport Beach, CA 92663

Re: 4221 Dolphin Striker  
PD 2010-007 and TD2010-002  
Request for waiver of Development Agreement

Dear Rosalinh:

Chapter 15.45 provides that development agreements shall be required in conjunction with the City approval of a project that requires a General Plan Amendment or other legislative act, and includes non-residential development in Statistical Area L4 (Airport Area). The above referenced project meets these requirements.

Please accept this letter as a request to waive the requirement for a development agreement pursuant to the provisions of NBMC Section 15.45.020.C. This section of the NBMC provides that the City Council may waive the requirement for a development agreement, except for one required by General Plan Policy, if it finds one of the following:

- The project provides significant public benefits to the City; or
- The nature of the project is such that neither the City nor the developer would benefit from a development agreement.

Please accept the following factors in support of each of the above findings that could justify a waiver of the requirement for a development agreement.

The project is minor in nature because it consists of a transfer of usage from Hotel Site 2-B of 54 rooms in the Newport Place Planned Community to be used as an increase of 5,525 in the square footage to newly created Commercial Site 8. Because there is a transfer of development rights, the traffic impacts of the project are mitigated to both the Newport Place Planned Community and to the City of Newport Beach. Further, because of the transfer the

project does not exceed the criteria for a major General Plan Amendment as defined in Charter Section 423.

The project provides significant public benefits to the City as follows:

- The project would provide short-term employment opportunities in construction and long-term employment opportunities for up to 30 employees on site. Further, vendors will be hired to maintain the property and landscaping. Approval of the project would help to maintain the City's jobs-to-housing balance as commercial uses are replaced with mixed-use residential villages.

- The project would generate additional sales and property tax for the City.

- The project would accommodate patrons that are in close proximity to the site that will walk to eat and shop and thereby not burden the road system. Further, the ingress and egress is vastly superior to the original project and will decrease vehicle miles traveled by lost patrons and vehicular confusion in the area.

- The project would be adequately served by existing public facilities, infrastructure and services. The increased floor area would not exceed existing service levels for the public services or facilities.

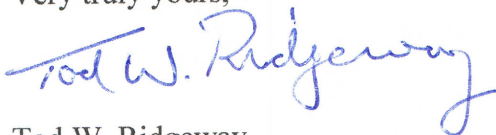
Neither the City nor the development would benefit from a development agreement due the nature of the project.

- The development agreement provides a developer a vested right to proceed and complete a project without the uncertainty of future changes in policies or regulations. This factor is important with larger or long-term projects. A development agreement also allows the City greater latitude to advance local planning policies and it provides flexibility in addressing project-related impacts that may occur in the future or those that might occur across jurisdiction boundaries.

This finding can be made given the nature of the project in that it is small, no significant environmental impacts would be created, and adequate infrastructure presently exists. There is a transfer of development rights and therefore no traffic impacts to the Newport Place Planned Community and the commercial use is compatible with the surrounding restaurant site and office buildings. The project is not a long-term project and would be constructed in a single phase.

For all the reasons expressed in this letter, please waive the requirement for a development agreement. In the meantime if you should have any questions, please do not hesitate to call.

Very truly yours,



Tod W. Ridgeway  
Ridgeway/Whitney Partnership

## **Attachment No. PC 10**

Initial Study/Mitigated Negative Declaration  
& Appendix I (Land Use Consistency  
Analysis)

**CITY OF NEWPORT BEACH  
ENVIRONMENTAL CHECKLIST FORM**

1. **Project Title:**  
MacArthur at Dolphin-Striker Way (PA2010-135)
2. **Lead Agency Name and Address:**  
City of Newport Beach  
Planning Department  
3300 Newport Boulevard,  
Newport Beach, CA 92658-8915
3. **Contact Person and Phone Number:**  
Rosalinh Ung, Planning Department  
[Rung@newportbeachca.gov](mailto:Rung@newportbeachca.gov)  
(949) 644-3208
4. **Project Location:**  
4221 Dolphin-Striker Way  
Newport Beach, CA 92660
5. **Project Sponsor's Name and Address:**  
Tod Ridgeway  
Ridgeway Development  
2804 Lafayette Avenue  
Newport Beach, CA 92663
6. **General Plan Designation:**  
MU-H2 (Mixed Use Horizontal)
7. **Zoning:**  
Restaurant Site 1 of PC-11 Newport Place Planned Community District
8. **Description of Project:**

The proposed project is redevelopment of an approximately 48,221 square-foot (1.11 acres) site. An approximately 13,525 gross square feet of new general commercial and food uses are being proposed to replace the existing single-story 7,996 square-foot, vacant restaurant. The new development will consist of two, free-standing single-story buildings. Building Pad A will be approximately 4,000 square feet in size and Building Pad B will be approximately 9,525 square feet in size. Each building has a maximum building height of 29 feet. The proposed development is designed to be compatible with the existing commercial neighborhood of contemporary structures. The proposed materials for the project are smooth troweled integral tan color plaster, simulated wood composite siding, glass and metal.

Approximately 5,000 gross square feet of the proposed new development will be allocated for food service use. Of that, 1,000 gross square feet will be allocated for a fast-food service use i.e., Subway Restaurant, while the remaining 4,000 square feet will be allocated for high turn-over dining establishments i.e., small sit-down boutique restaurants. Anticipated hours of operation for the fast-food service use would be from 7 a.m. to 11 p.m., daily; and from 11 a.m. to 10 p.m. for the high turn-over dining establishments.

The proposed 1,000 square foot fast-food use would require an approximately 20 parking spaces by using the parking ratio of one space per 50 square feet of gross floor area. The remaining 4,000 gross square feet of high turn-over dining establishments would require an approximately 50 parking spaces, by using the parking ratio of one space per 40 square feet of net public area  $[(4,000 \text{ sf.} / 2 \text{ (assuming 50 percent of total gross area is allocated for net public area)} = 2,000 \div 40 = 50 \text{ spaces}]$ . The total required parking for food service use would be 70 spaces.

The remaining 8,525 gross square feet of new development will be allocated for general commercial i.e. financial institution (4,000 square feet) and computer electronic service and cellular service retail stores. It is anticipated the general commercial uses would have hours of operation from 9:00 a.m. to 7 p.m., daily. The general commercial uses would generate a parking demand of approximately 34 spaces, by using the parking ratio of one space per 250 net square feet  $[(8,525 \text{ sf.} - 200 \text{ sf. of utility room}) \div 250 \text{ sf.} = 33.3 \approx 34 \text{ spaces}]$ .

It is anticipated that a total of 30 employees will be working at the proposed development.

The total parking requirement for the proposed development would be 104 spaces (70 spaces for food uses and 34 for retail uses). The project provides a total of 89 spaces (57 on-site and 32 off-site), resulting a parking shortage of 15 spaces per the PC-11 parking standards for the subject site. A use permit is being requested for the additional of 16-space off-site parking provision (a total of 32 spaces) and reduction of the required off-street parking in accordance with Sections 20.40.100 and 20.40.110 of the Municipal Code.

A parking study is required to analyze the existing common parking arrangement of the Restaurant Site 1 and the proposed new uses and hours of operation of Parcel 1. Also included is the proposed parking management plan per Section 20.40.110.C of the Municipal Code.

The project site is located within the PC-11 Newport Place Planned Community District and has a "Restaurant Site 1" zoning designation. "Restaurant Site 1" consists of three separate parcels, of which the project site is known as Parcel 1. Parcel 2 is currently improved with a 7,015 square-foot restaurant (Saagar Indian Restaurant) and Parcel 3 is currently improved with a 7,870 square foot sports club and restaurant (Classic Q). Parcels 2 and 3 are not a part of the proposed project, even though all three parcels have a shared parking arrangement. The

project site's common parking lot is currently accessed from Dolphin-Striker Way and Martingale Way, along the western portion of the site. The proposed redevelopment includes creation of a new vehicular access onto MacArthur Boulevard.

The project would introduce new general commercial uses to the subject site which results in the requirement of an amendment to the Newport Place Planned Community Development Plan. The amendment would create new statistical analysis standards, permitted uses and development standards by changing the subject site (Parcel 1) from "Restaurant 1" to "General Commercial Site 8". The proposed project also requires a transfer of development intensity to allow the transfer of 54 un-built hotel units from Hotel Site 2-B located at 1301 Quail Street (donor site) to the subject site to accommodate a net increase of approximately 5,529 square feet of new development.

9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings.)

Current Development:	7,996 square-foot vacant restaurant
To the north:	7,870 square-foot sports club and restaurant (Classic Q)
To the east:	MacArthur Boulevard
To the south:	Office development (Glidewell Laboratories)
To the west:	7,015 square-foot restaurant (Saagar Indian Restaurant) and Dolphin-Striker Way

The existing 48,221 square-foot (1.11 acres) project site is located on the westerly side of MacArthur Boulevard, between Martingale Way and Newport Place Drive, in the Airport Area of the City of Newport Beach. The project site is within the Newport Place Planned Community; a 135-acre master planned commercial and light industrial park and has a zoning designation of "Restaurant Site 1". Restaurant Site 1 is consisted of three separate parcels, of which the project site is known as Parcel 1. Parcel 1 is currently improved with a 7,996 square-foot single-story commercial building and a 78-space surface parking lot. The existing building was originally constructed in 1972 and last expanded in 1985.

Parcel 2 is currently improved with a 7,015 square-foot restaurant known as Saagar Indian Restaurant and a surface parking lot of 59 spaces. Parcel 3 is currently improved with a 7,870 square-foot sports club and restaurant known as Classic Q and has a surface parking lot of 74 spaces. Parcel and 2 and 3 are not a part of the proposed project, even though all three parcels have a shared parking arrangement under a reciprocal parking and maintenance agreement. Vehicular access to all three parcels is currently from Dolphin-Striker Way and Martingale Way.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- Airport Land Use Commission (ALUC) for Consistency Review





**Receiver Site (Subject Site)**  
**4221 Dolphin-Striker Way**

**Donor Site**  
**1301 Quail Street**

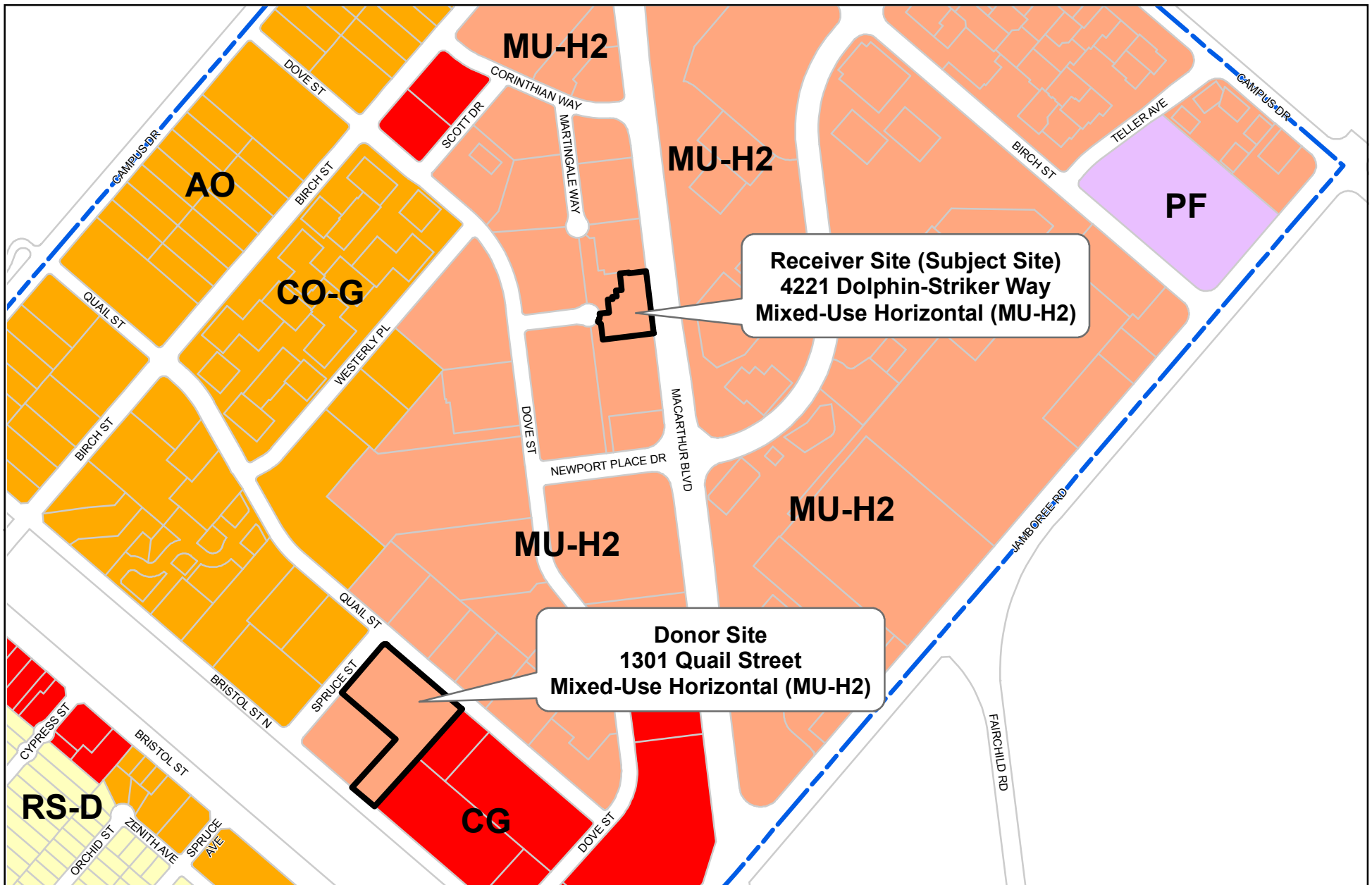


Vicinity Map  
 Project Title: MacArthur at Dolphin-Striker Way  
 4221 Dolphin-Striker Way (PA2010-135)

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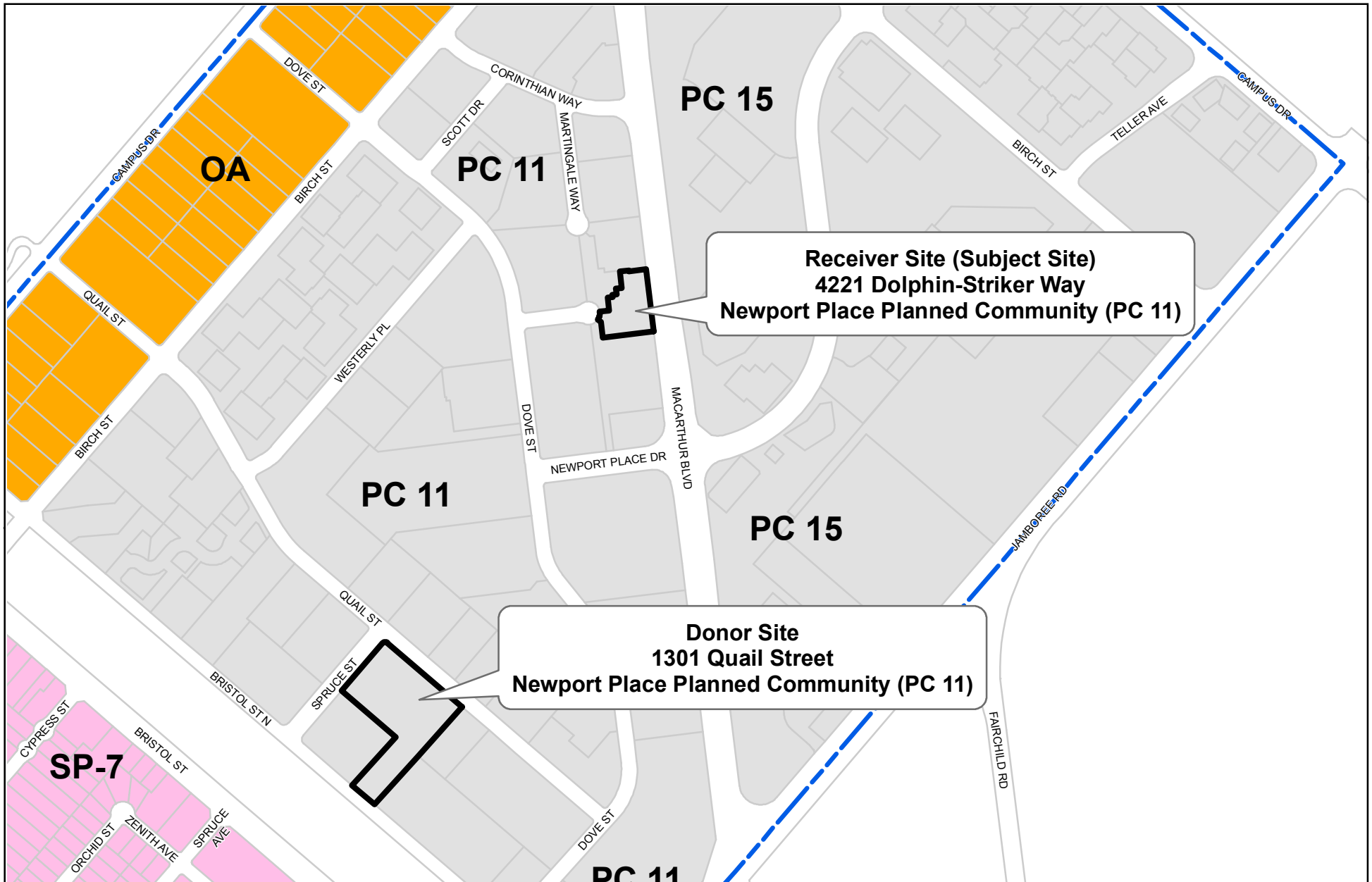


General Plan  
Project Title: MacArthur at Dolphin-Striker Way  
4221 Dolphin-Striker Way (PA2010-135)

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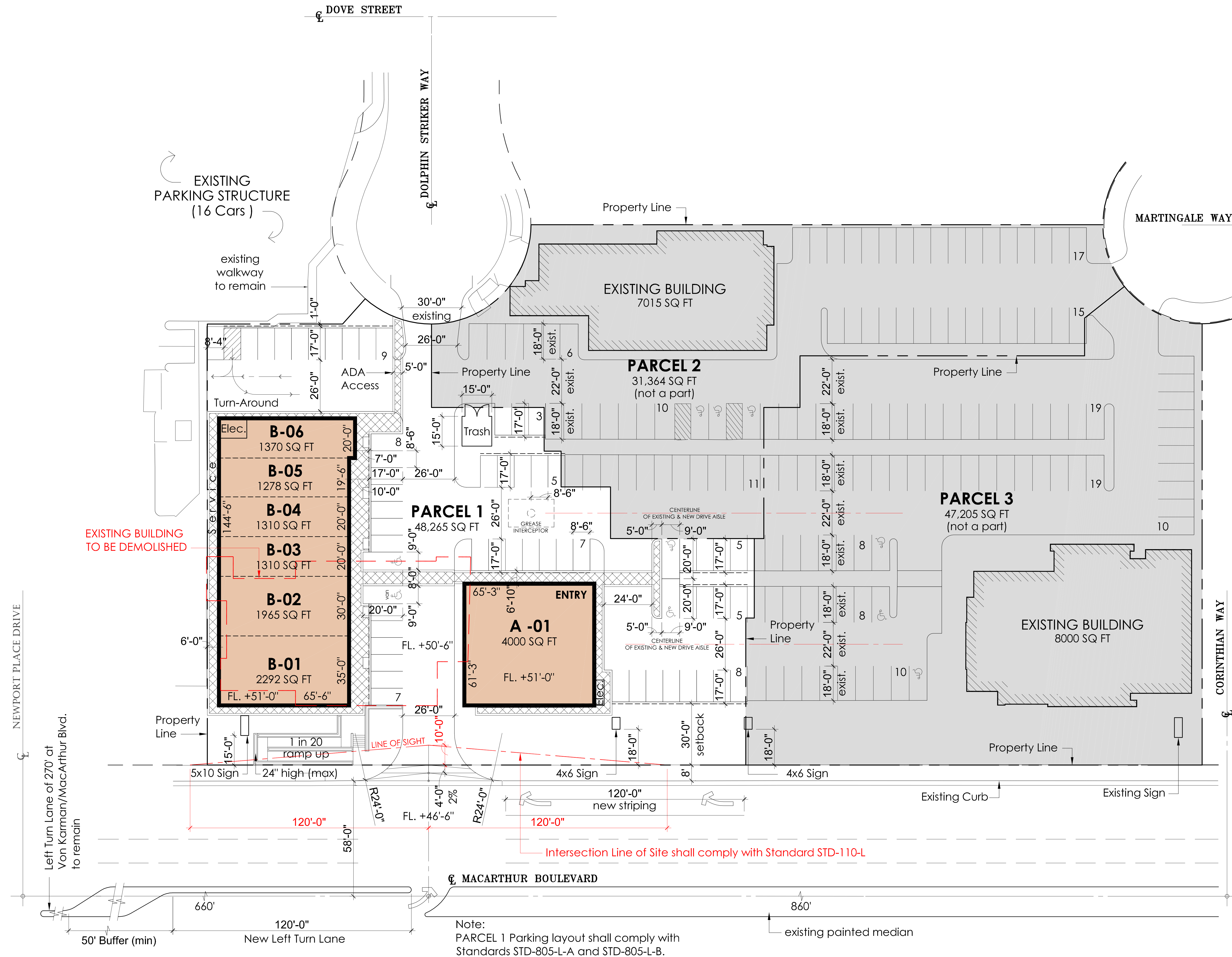


# Zoning Map Project Title: MacArthur at Dolphin-Striker Way 4221 Dolphin-Striker Way (PA2010-135)

0 260 520 Feet







TABULATION SUMMARY

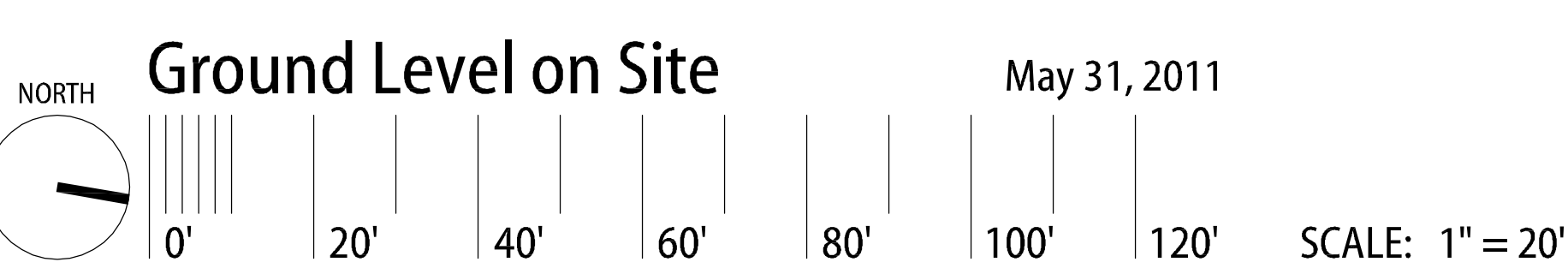
Parcel Name	Building Area (sf)	Parking Provided (cars)
<b>PARCEL 1</b> 48,221 sf		
<b>Existing Building to be removed</b>		<b>8,000 sf</b>
<b>Proposed Buildings</b>		
Pad A (Retail Use)	4,000	4,000
Pad B (Retail Use)	4,525	9,525
Pad B (Food Use)	5,000	
<b>Total Area</b>	<b>13,525 sf</b>	
<b>Existing Parking to be modified and/or removed</b>		<b>78 cars</b>
<b>Proposed Parking (On-Site)</b>		<b>57 cars</b>
<b>Existing Off-Site Parking</b>		<b>16 cars</b>
<b>New Off-Site Parking</b>		<b>16 cars</b>
<b>Total Parking (including Off-Site)</b>		<b>89 cars</b>

<b>PARCEL 2 (not part)</b> 31,364 sf	
<b>Existing Building</b>	7,015 sf
<b>Existing Parking (On-Site)</b>	59 cars
<b>PARCEL 3 (not part)</b> 47,205 sf	
<b>Existing Building</b>	8,000 sf
<b>Existing Parking (On-Site)</b>	74 cars
<b>Total Building Area</b>	28,540 sf
<b>Total On-Site Parking</b>	190 cars
(Total On-Site & Off-Site Parking For Parcel 1, 2 & 3)	
222 cars	

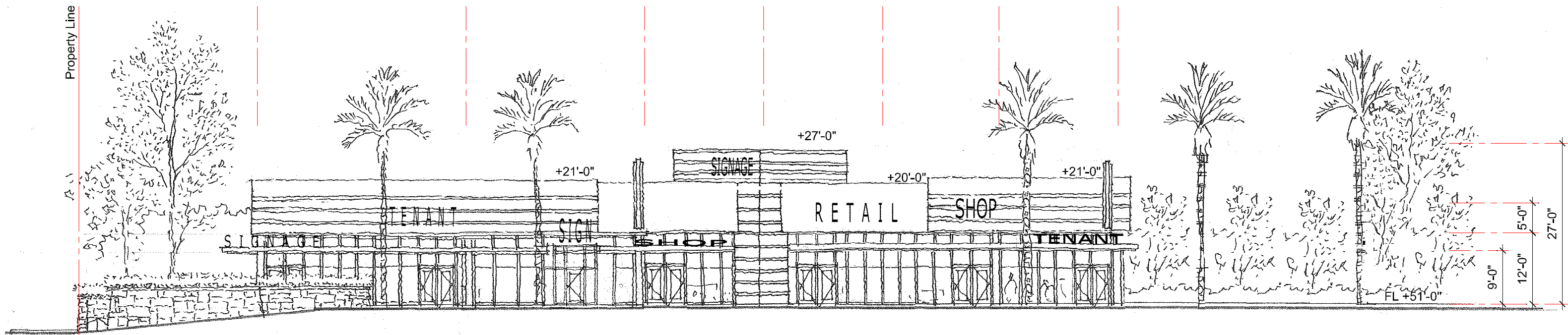


Location Map Not to Scale

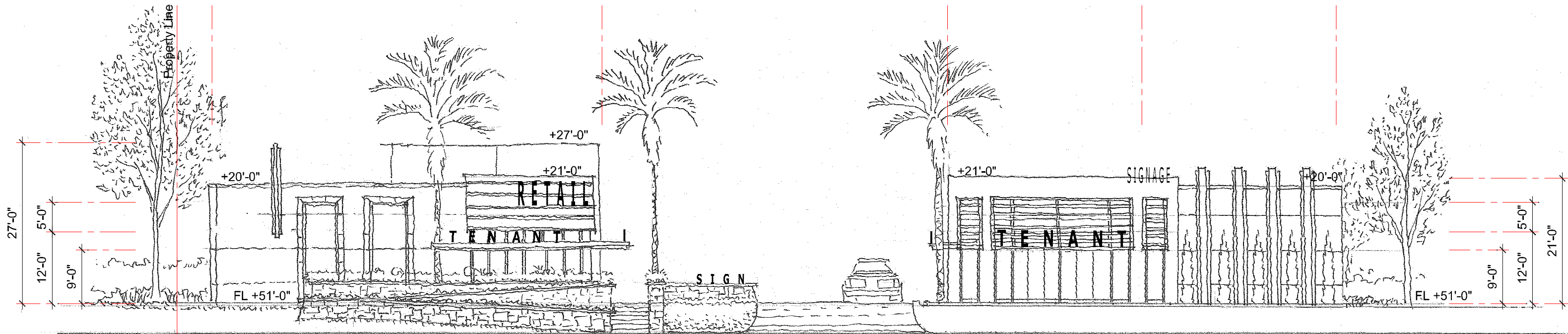
**MacArthur at Dolphin Striker**  
4221 Dolphin Striker Way  
RIDGEWAY DEVELOPMENT  
Newport Beach, CA  
2804 Lafayette Avenue, Newport Beach  
CA 92663 : Tel. 1 (949) 723-5854



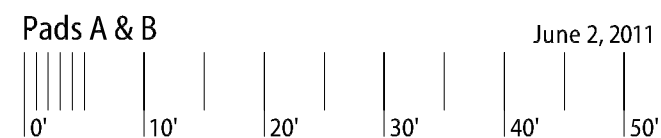




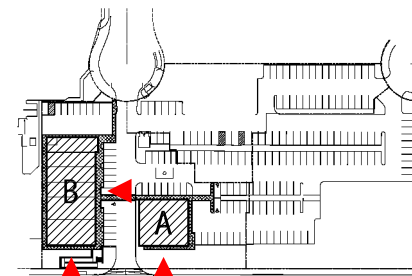
North Elevation - Pad B



East Elevation - Pads A & B



Key Plan



## MacArthur at Dolphin Striker

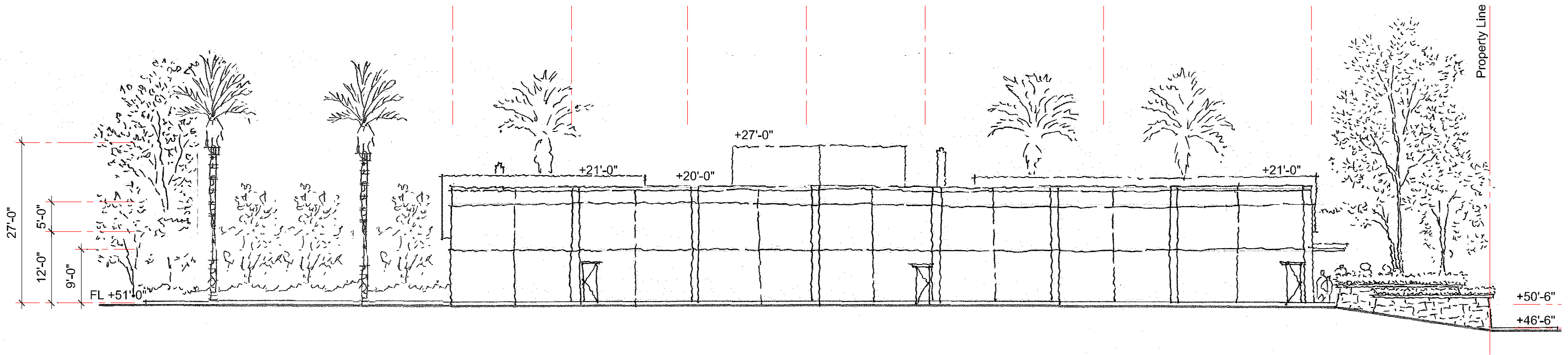
4221 Dolphin Striker Way Newport Beach, CA

RIDGEWAY DEVELOPMENT 2804 Lafayette Avenue, Newport Beach  
CA 92663 : Tel. 1 (949) 723-5854

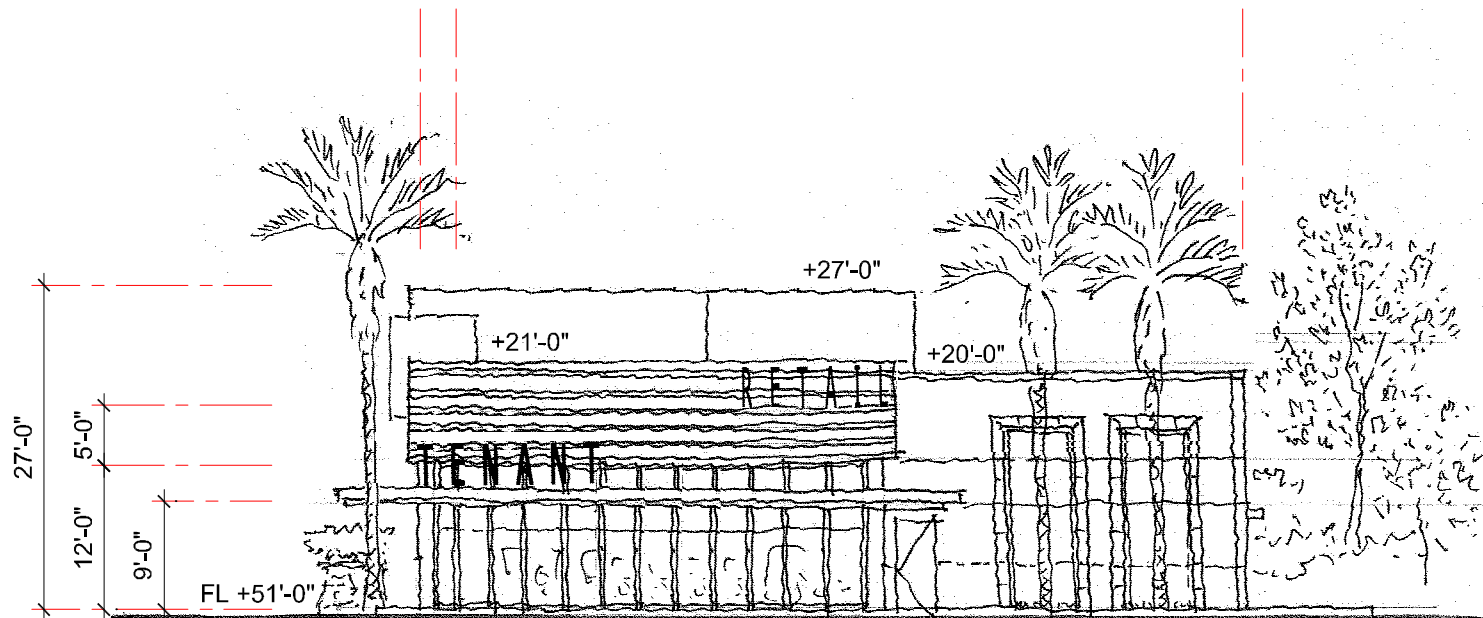
**S T O U T E N B O R O U G H** INC.

Architects and Planners

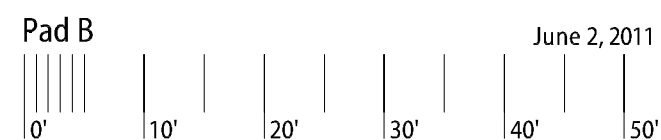
420 Alta Vista Way, Suite 100, Laguna Beach, Ca 92651  
T 949 715 3257 | F 949 715 3256 | www.stoutenboroughinc.com



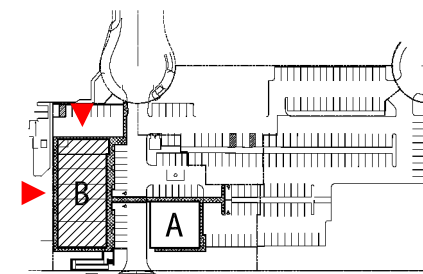
South Elevation - Pad B



West Elevation - Pad B



Key Plan



## MacArthur at Dolphin Striker

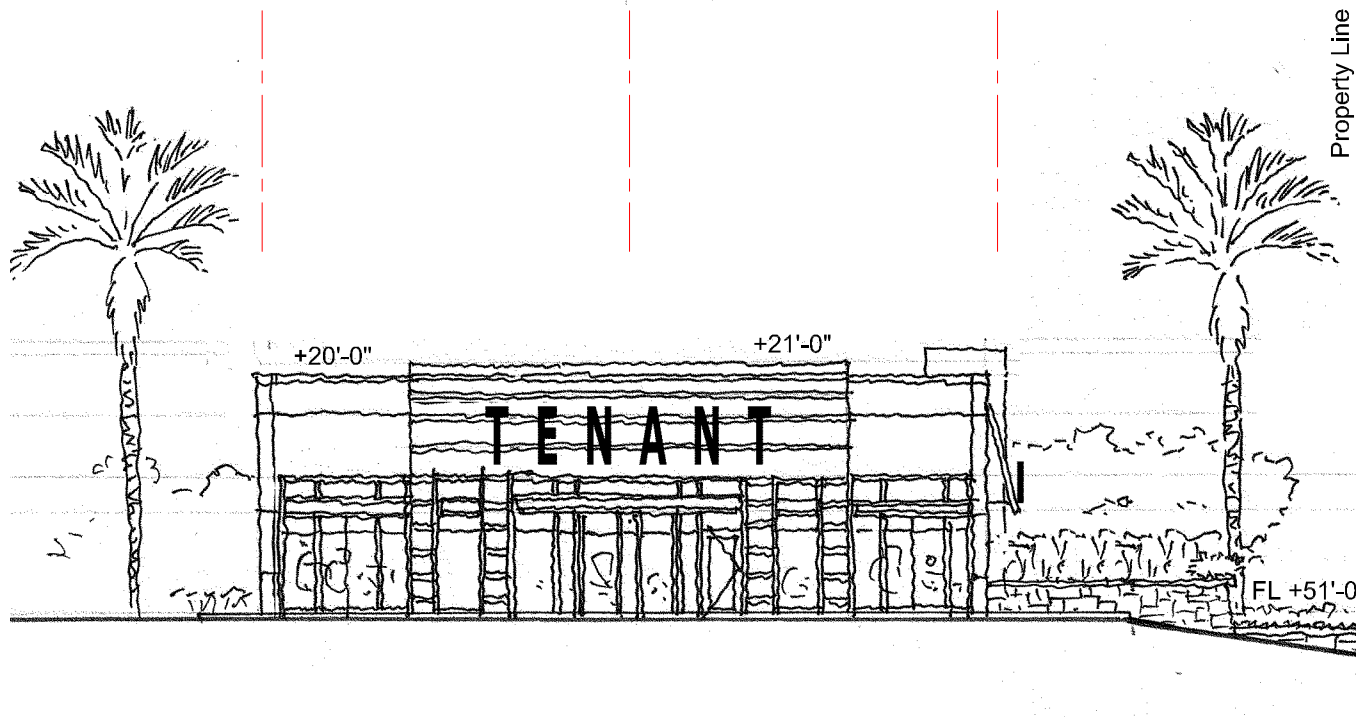
4221 Dolphin Striker Way Newport Beach, CA

RIDGEWAY DEVELOPMENT 2804 Lafayette Avenue, Newport Beach  
CA 92663 : Tel. 1 (949) 723-5854

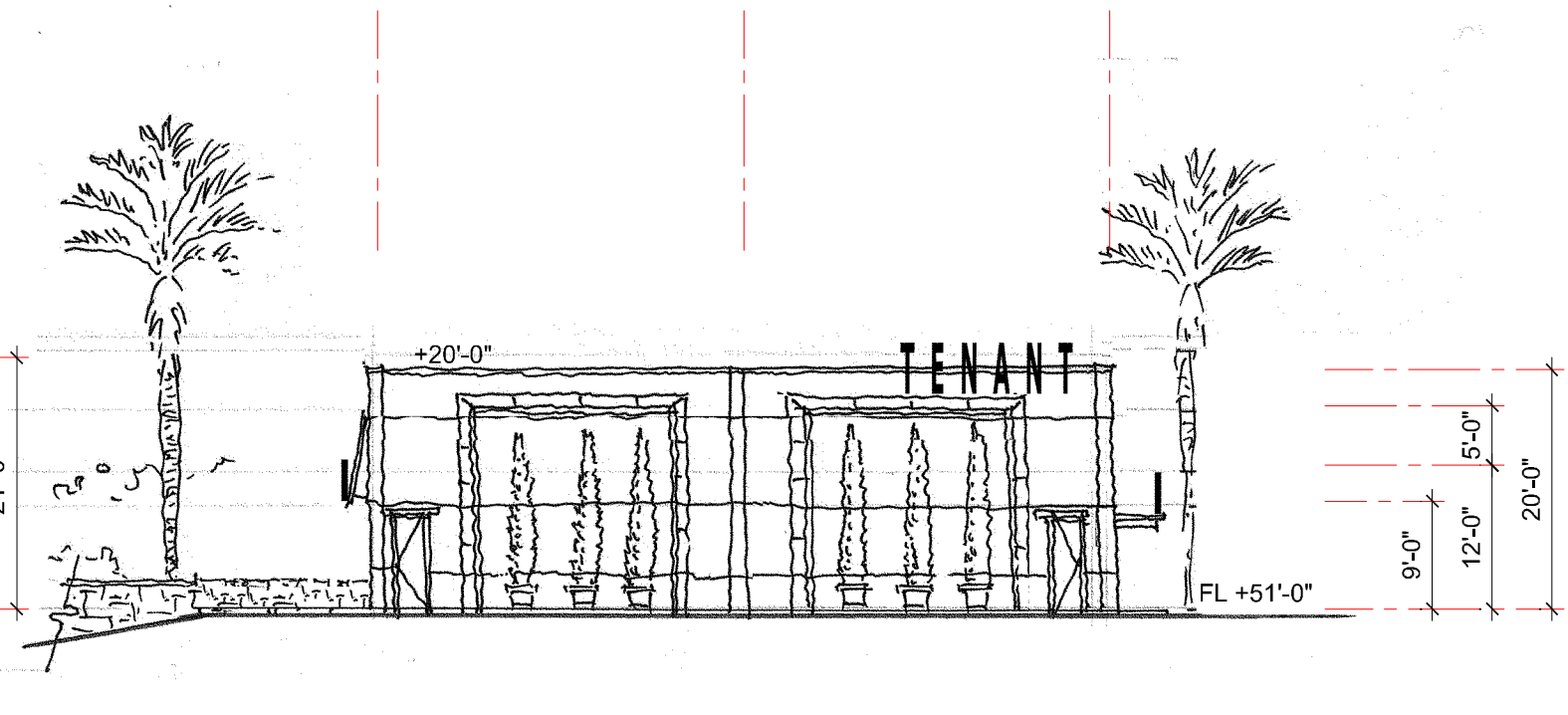
**S T O U T E N B O R O U G H** INC.

Architects and Planners

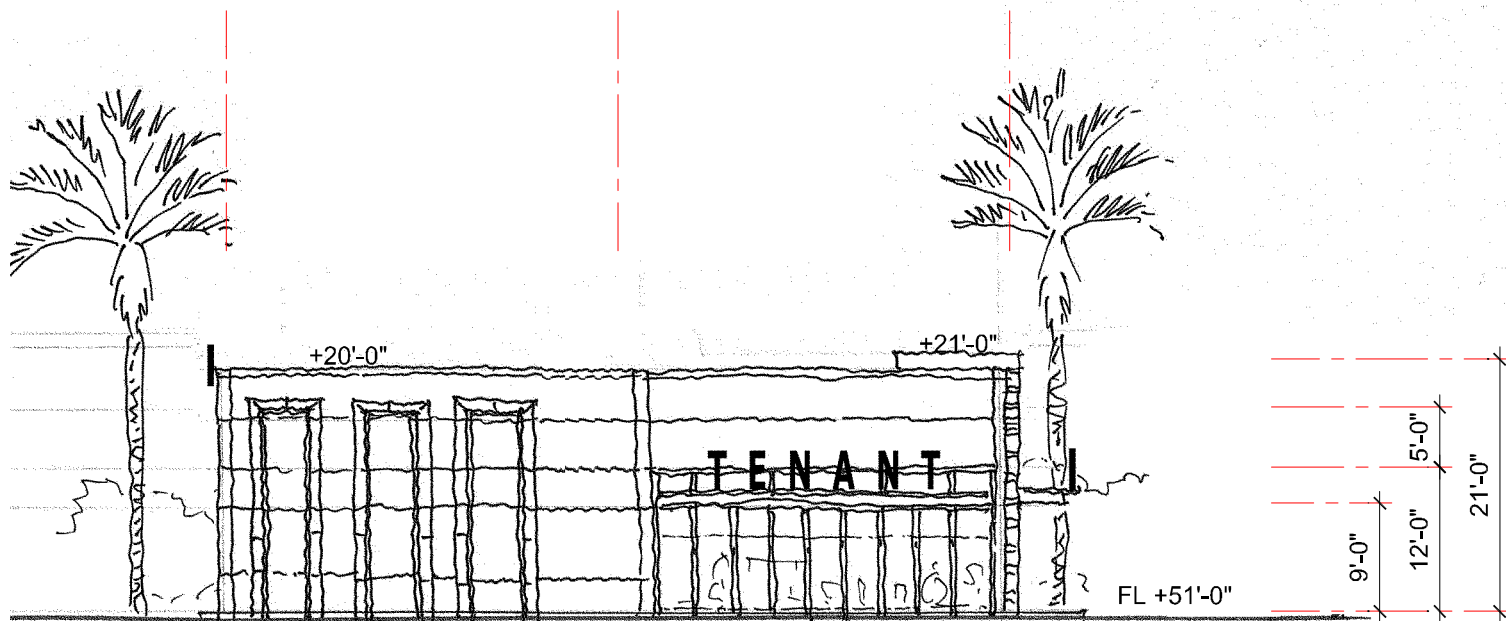
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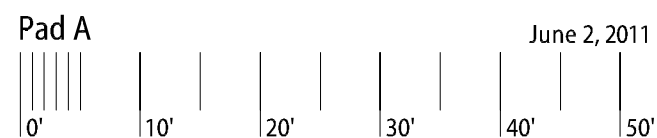
South Elevation - Pad A



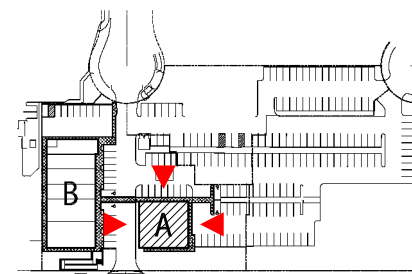
North Elevation - Pad A



West Elevation - Pad A



Key Plan



## MacArthur at Dolphin Striker

4221 Dolphin Striker Way Newport Beach, CA

RIDGEWAY DEVELOPMENT 2804 Lafayette Avenue, Newport Beach  
CA 92663 : Tel. 1 (949) 723-5854

**S T O U T E N B O R O U G H** INC.

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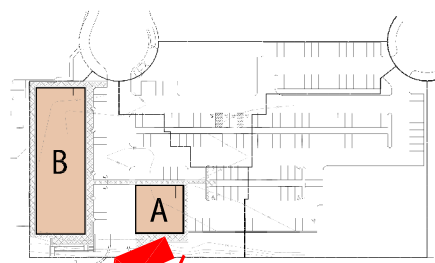
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View Along MacArthur Boulevard

October 25, 2010



Key Plan



Location Map

Not to Scale

## MacArthur at Dolphin Striker

4221 Dolphin Striker Way

Newport Beach, CA

RIDGEWAY DEVELOPMENT

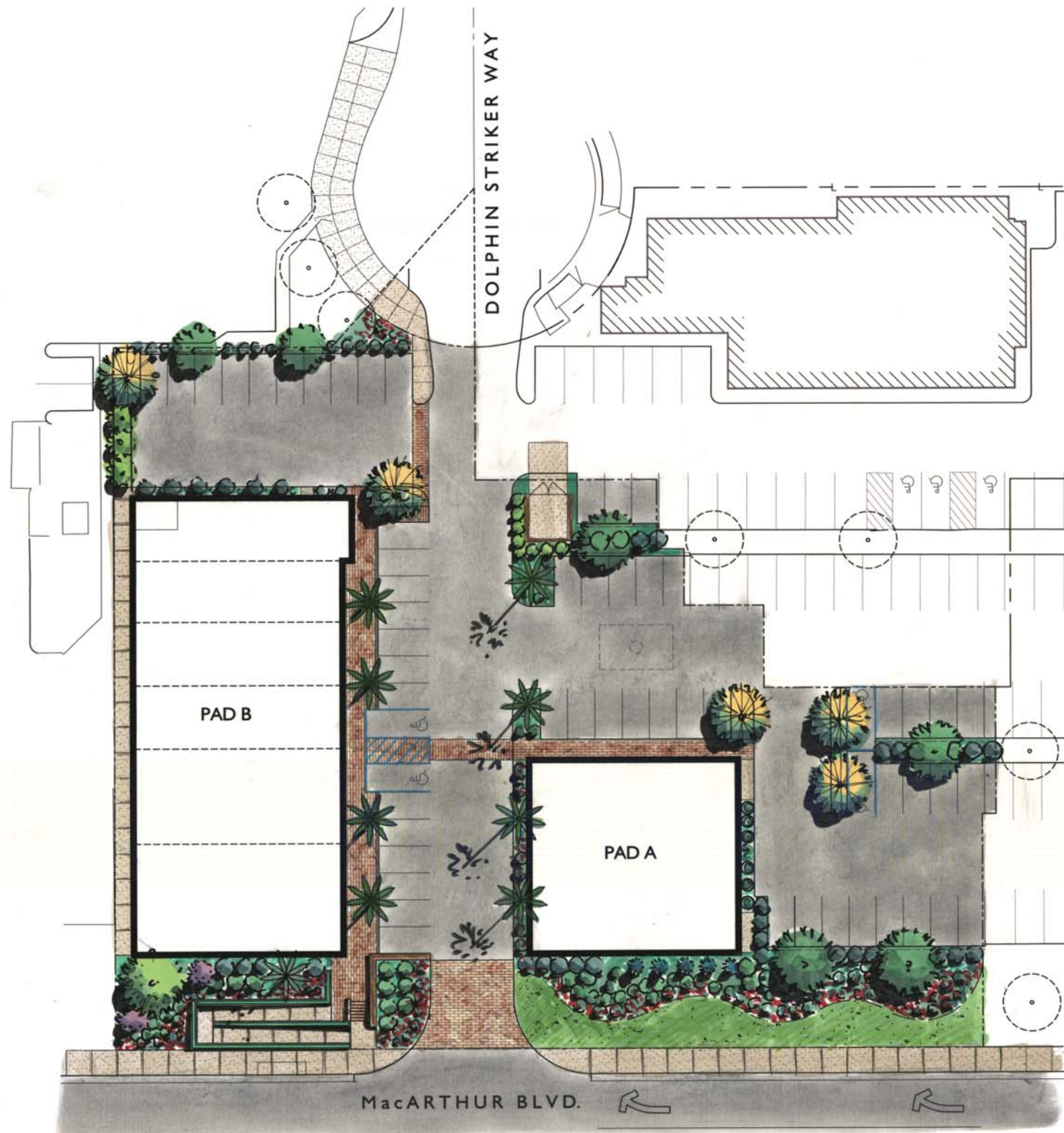
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### Preliminary Plant Palette

Botanical Name	Common Name	Size:
<b>MacARTHUR BLVD. LANDSCAPE SETBACK:</b>		
<b>Trees:</b>		
Artifex 'Manna'	Hybrid Strawberry Tree	24" box
Bauhinia x blakeana	Hong Kong Orchid Tree	36" box
Cupressus sempervirens	Italian Cypress	24" box
Magnolia 'Little Gem'	Southern Magnolia	24" box
Tipuana tipu	Tipu Tree	24" box
<b>Shrubs:</b>		
<b>Background:</b>		
Ligustrum 'Texanum'	Texas Privet (adjacent to Pkg. Lot)	5 gal.
Prunus caroliniana 'Bright and Tight'	Carolina Cherry	15 gal.
Streptocarpus	Giant Bird of Paradise	15 gal.
<b>Middleground:</b>		
Anigozanthos sp. 'Bush Gold'	Kangaroo Paw	5 gal.
Callistemon 'Little John'	Dwarf Bottlebrush	5 gal.
<b>Foreground:</b>		
Bougainvillea 'Oo La La'	Bougainvillea	5 gal.
Rosemarinus o. prostratus	Dwarf Rosemary	1 gal.
<b>MacARTHUR BLVD. ENTRY DRIVE:</b>		
<b>Palms:</b>		
Archontophoenix cunninghamiana	King Palm	20' b.t.h
<b>Shrubs:</b>		
Anigozanthos sp. 'Bush Gold'	Kangaroo Paw	5 gal.
Dietes vegeta	Fortnight Lily	5 gal.
Hemerocallis hybrids	Evergreen Daylilies	5 gal.
Streptocarpus	Bird of Paradise	15 gal.
<b>PARKING LOT:</b>		
<b>Trees:</b>		
Rhus lancea	African Sumac	24" box
Tipuana tipu	Tipu Tree	24" box
Ulmus parvifolia (to match existing)	Chinese Elm	24" box
<b>Shrubs:</b>		
Dietes vegeta	Fortnight Lily	5 gal.
Rapheidos indica species	India Hawthorn	5 gal.
Trachelospermum jasminoides	Star Jasmine	1 gal.
<b>LINE OF SIGHT NOTE:</b>		
Maintain shrubs at 24" high inside of Line of Sight at driveways and street intersections.		

### Landscape Documentation Package Note:

A landscape documentation package by the project applicant is required to be submitted to the City of Newport Beach pursuant to section 2.1 of the Water Efficient Ordinance Standards.

### Landscape Areas:

TOTAL SITE AREA : 49,120 S.F.  
TURF AREA : 1,725 S.F.  
APPROXIMATE LANDSCAPE AREA TOTAL : 8,850 S.F.

LANDSCAPE AREA EXCEEDS 2,500 S.F. and IS SUBJECT to N.B.M.C. 14.17 "WATER EFFICIENT LANDSCAPE ORDINANCE"

### Preliminary Planting & Irrigation Concept Statement

1. Provide simple, bold and low maintenance landscape planting design which incorporates many non-invasive and water conserving plant types.
2. Provide a variety of plant material shapes, sizes and texture in an informal arrangement compatible with the architectural theme.
3. The landscape irrigation design will be designed to provide the most efficient and conserving means to distribute irrigation water with the latest technology for water conservation.
4. All landscape improvements will meet the requirements contained in the City of Newport Beach.
5. The Conceptual Landscape Plan has been prepared by a registered Landscape Architect.

### Water Quality Best Management Practices (B.M.P.)

1. Planting areas have been incorporated into the hardscape layout. Hardscape paving drains into the landscape areas wherever possible.
2. Surface drainage is directed into the landscape areas to retain significant amounts of water on-site.
3. Roof downspouts daylight or flow into landscape areas wherever possible.
4. Use of low water consumptive plant material and proper irrigation techniques take into consideration hydrozones, sun and shade exposures and soil types.

Issued For:	
Revisions:	



MJSDesign Group  
Landscape Architecture

Cannery Lofts  
507 36th St.  
Newport Beach, CA 92663  
(949) 675-9964  
Fax (949) 675-9974  
mjsdesigngroup.com

PROJECT:

MacArthur at  
Dolphin Striker

4221 Dolphin Striker Way  
Newport Beach, CA

CLIENT:

Ridgeway  
Development

2804 Lafayette Ave.  
Newport Beach

Stamp:



Job No.: N/A

Drawn By: BJ

Checked By: MS

Plan Date: 6.20.11

Scale: 1/16" = 1'

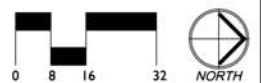
Title:

PRELIMINARY  
LANDSCAPE PLAN

Sheet No.:

LS

Plan Status:



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics                     | <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources           | <input type="checkbox"/> Cultural Resources             | <input type="checkbox"/> Geology & Soils                    |
| <input type="checkbox"/> Greenhouse Gas Emissions       | <input type="checkbox"/> Hazards & Hazardous Materials  | <input type="checkbox"/> Hydrology & Water Quality          |
| <input type="checkbox"/> Land Use & Planning            | <input type="checkbox"/> Mineral Resources              | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population & Housing           | <input type="checkbox"/> Public Services                | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/<br>Circulation | <input type="checkbox"/> Utilities & Service Systems    | <input type="checkbox"/> Mandatory Findings of Significance |

## DETERMINATION (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to

that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Submitted by: Rosalinh Ung, Associate Planner  
Planning Department  
Date: 7/14/11

**CITY OF NEWPORT BEACH  
ENVIRONMENTAL CHECKLIST**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. AESTHETICS</b>				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURE AND FOREST RESOURCES</b>				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY</b>					
Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES</b>					
Would the project:					

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b>					
Would the project:					

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VI. GEOLOGY AND SOILS</b>					
Would the project:					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VII. GREENHOUSE GAS EMISSIONS</b>					
Would the project:					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>					
Would the project:					
a)	Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. LAND USE AND PLANNING</b>					
Would the proposal:					
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. MINERAL RESOURCES</b>					
Would the project:					
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE</b>					
Would the project result in:					

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. POPULATION AND HOUSING</b>					
Would the project:					
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. PUBLIC SERVICES</b>				
Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XV. RECREATION</b>				
Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment? opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. TRANSPORTATION/TRAFFIC</b>				
Would the project:				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Result in inadequate emergency access.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVII. UTILITIES &amp; SERVICE SYSTEMS</b>					
Would the project:					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>					

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## XIX. ENVIRONMENTAL ANALYSES.

This section of the Initial Study evaluates the potential environmental impacts of the proposed project and provides explanations of the responses to the Environmental Checklist. The environmental analysis in this section is patterned after the questions in the Environmental Checklist. Under each issue area, a general discussion of the existing conditions is provided according to the environmental analysis of the proposed Project's impacts. To each question, there are four possible responses:

**No Impact.** The proposed project will not have any measurable environmental impact on the environment.

**Less-Than Significant Impact.** The proposed project will have the potential for impacting the environment, although this impact will be below thresholds that may be considered significant.



**Less-Than Significant With Mitigation Incorporated.** The proposed project will have potentially significant adverse impacts which may exceed established thresholds; however, mitigation measures or changes to the proposed project's physical or operational characteristics will reduce these impacts to levels that are less than significant. Those mitigation measures are specified in the following sections. Each recommended mitigation measure has been agreed to by the applicant.

**Potentially Significant Impact.** The proposed project will have impacts that are considered potentially significant and additional analysis is required to identify mitigation measures that could reduce these impacts to insignificant levels. When an impact is determined to be potentially significant in the preliminary analysis, the environmental issue will be subject to detailed analysis in an environmental impact report (EIR).

## **I. AESTHETICS.**

### **a) Have a substantial adverse effect on a scenic vista?**

**No Impact.** The proposed project would not affect a scenic vista. The project site is not identified as a public view point by the City of Newport Beach General Plan. The project site is located within a business park developed with a mixture of low-, medium-, and high-rise offices, retail, restaurant, hotel uses, and surface parking and parking structures. The proposed demolition of an existing 7,996 square-foot restaurant and construction of the single-story, 13,525 square-foot commercial buildings would not obstruct views from any public viewpoint. Therefore, as there are no scenic vistas in the general proximity of the project site, no impacts would occur.

### **b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less-Than Significant Impact.** The project site contains a number of mature, ornamental trees in landscaped medians and parkways. Some of the trees will be removed by the development. However, this will not significantly reduce the number of trees in the project area and the Newport Place Planned Community Development Standards require trees to be planted in setback and parking areas. Trees in parking areas are to be planted at a ratio of one (1) tree per each five (5) parking stalls.

The project site and the surrounding project area does not contain of any rock outcroppings or historic buildings. Furthermore, there are no designated scenic highways in the vicinity of the proposed project (California Department of Transportation 2009). Therefore, the proposed project would not damage a scenic resource along a scenic highway, and no impacts would occur.

### **c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less-Than Significant Impact.** The proposed project would not adversely affect the existing visual character or quality of the site and its surroundings because the project site is located within a business park developed with a mixture of low-, medium-, and high-rise offices, retail, restaurant, hotel uses, and surface parking and parking structures. The proposed construction of two, single-story commercial buildings totaling 13,525 square feet would blend in with the existing character of the area and surrounding land uses. The proposed materials for the project are smooth troweled integral tan color plaster, simulated wood composite siding, glass and metal, which are compatible with the contemporary materials and architectural styles of the surrounding development.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less-Than Significant Impact.** The proposed project is located in an area that is developed with a mixture of low-, medium-, and high-rise offices, retail, restaurant, hotel uses, and surface parking and parking structures. The existing parking lot is lighted for nighttime parking for safety purposes. Any lighting associated with the proposed project would be similar to the existing lighting in the area, and would not add substantial amounts of lighting to the area. Impacts would be less than significant.

## **II. AGRICULTURE AND FOREST RESOURCES.**

In determining whether impacts to agricultural resources are significant effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

**a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The proposed project would not convert any farmland to a non-agricultural use. The project site is not designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance (California Department of Conservation 2009). The project site and the surrounding land are identified as "urban and built-up land" by the California Department of Conservation's Farmland Mapping and Monitoring Program. The project site is located within an existing fully developed commercial setting with no agricultural uses on or surrounding the site. Therefore, no impacts would occur.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of farmland not designated as Prime Farmland. The project site is approximately 1.11 acres in area and is not designated as Prime Farmland. It is located within a fully developed commercial area and is currently zoned for Restaurant Use within the Newport Place Planned

Community. Additionally, upon approval of the proposed amendment to change the Zoning designation of the subject site from Restaurant Site 1 to General Commercial Site 8, Agricultural uses are and will not be allowed within these zoning designations. Because the site is not eligible to be placed under a Williamson Act contract, no impacts would occur.

**c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** The proposed project would not conflict with existing zoning or cause rezoning of forest land. The project site is located within a fully developed commercial area, which is not near any forested lands. Therefore, no impacts would occur.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** The project site is located within a fully developed commercial area, which is not near any forested lands. Therefore, no impacts would occur.

**e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** The proposed project would not result in the conversion of farmland to non-agricultural use, nor result in the conversion of forest land to non-forest use. The project site is not currently used for agriculture and is not located within any forested lands. It is not located near or adjacent to any areas that are actively farmed or used for forest land. Therefore, the proposed project would not disrupt or damage the operation or productivity of any areas designated as farmland or forest land, and no farmland or forest land would be affected by the proposed project. Therefore, no impacts would occur.

### **III. AIR QUALITY.**

The proposed project site is located in the South Coast Air Basin (Basin). The air quality assessment includes estimating emissions associated with short-term construction and long-term operation of the proposed project. Long-term impacts include impacts from pollutants with regional effects and pollutants with localized impacts. The impact analysis contained in this section was prepared in accordance with the methodologies provided by the SCAQMD in its CEQA Air Quality Handbook. Air quality model data are provided in Appendix G (South Coast AQMD Air District, CalEEMod Emissions Data (Summer, Winter & Annual Emissions) June 15, 2011).

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

**No Impact.** The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment (i.e., ozone [O<sub>3</sub>], and particulate matter equal to or less than 10 and less than 2.5 microns in diameter [PM<sub>10</sub> and PM<sub>2.5</sub>, respectively]). As such, the project would be subject to the SCAQMD's 2007 Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, economy, community development, and the environment. With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan (RCP), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP. These documents are used in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RCP and AQMP are based, in part, on projections originating with County and City General Plans.

The proposed project is redevelopment of an approximately 48,221 square-foot site. Approximately 13,525 square feet of new retail and food uses will replace an existing single-story 7,996 square-foot vacant restaurant. Site grading for the subject property will include the importation of 407 cubic yards of soil to prepare the project site for construction.

The SCAQMD has established methods to quantify air emissions associated with construction activities such as air pollutant emissions generated by operation of on-site construction equipment; fugitive dust emissions related to grading and site work activities; and mobile (tailpipe) emissions from construction worker vehicles and haul/delivery truck trips. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions.

Projects, such as this one, that are consistent with the local general plan are considered consistent with the Air Quality Management Plan (AQMP). The proposed project would not emit either short- or long-term quantities of criteria pollutants which exceed the SCAQMD's air quality significance thresholds (See Appendix H, SCAQMD Air Quality Significance Thresholds, Revised March, 2011). The thresholds in III(b) and (c) are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. The SCAQMD does not consider projects which result in

emissions below the SCAQMD significance thresholds to interfere with the goals established in the AQMP.

Emissions generated by construction and operation would not exceed SCAQMD thresholds as demonstrated in Table 3.1, Table 3.2, and the analysis in III (b). Therefore, because the proposed project does not exceed any of the thresholds it will not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. Therefore, no significant impact to the AQMP will occur as a result of the proposed project. No mitigation measures are necessary.

**b) Violate any air quality standard or contribute to an existing or projected air quality violation?**

**Less-Than Significant Impact.** As discussed in Response III (a), the proposed project site is located in the Basin. State and federal air quality standards often are exceeded in many parts of the Basin. The proposed project involves amendments to the planned community text and a transfer of development rights which would not in themselves result in any construction or operational impacts. However, the proposed project would result in the construction of two commercial retail buildings totaling 13,525 square feet in area. For the purposes of estimating construction and operational emissions, the project plans as described in the project description are used to determine potential impacts on air quality.

A mass emissions inventory for the construction period was compiled based on an estimate of construction equipment as well as scheduling and phasing assumptions. More specifically, the mass emissions analysis takes into account:

- ☐ combustion emissions from operating on-site construction equipment,
- ☐ fugitive dust emissions from moving soil on site, and
- ☐ mobile-source combustion emissions from worker commute travel.

For the purpose of estimating emissions associated with the construction activities, a project time frame of January 2012 through July 2012 was assumed. The quantity, duration, and the intensity of construction activity have an effect on the amount of construction emissions, and related pollutant concentrations, occurring at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix, and/or (2) a less intensive build-out schedule (i.e., fewer daily emissions occurring over a longer time interval).

Air pollutant emissions associated with the project could occur over the short-term for site preparation and construction activities. In addition, emissions would

result from the long-term operation of the completed project from facility-related energy consumption and automobile traffic traveling to and from the project site. A discussion of the project's potential short-term construction-period and long-term operational-period air quality impacts is provided below.

### Short-Term Air Quality Impacts

With respect to the proposed project, construction activities are expected to begin in January of 2012, and extend over a period of approximately seven months. Construction activities during this period would be completed in five main phases. The first phase would consist of the demolition of the existing restaurant building over a period of two weeks. The second phase would consist of general grading and site preparation over a period of approximately three weeks. The third phase would consist of the construction of the two new retail and restaurant, and bank buildings over a 16-week duration. The fourth phase would consist of asphaltting of the project site and the fifth and final phase would consist of architectural finishing including stucco and paint for the newly constructed buildings. Phase four and five would take two weeks and five weeks, respectively.

These construction emissions were estimated using the SCAQMD's CalEEMod.2011.1.1 and are included in Table 3.1; the model run is included in Appendix G.

<b>Table 3.1</b>						
<b>Maximum Daily Construction Emissions</b>						
<b>Source</b>	<b>Pollutants (lbs/day)</b>					
<b>(Construction Phase)</b>	<b>CO</b>	<b>NOX</b>	<b>VOC</b>	<b>SO2</b>	<b>PM10</b>	<b>PM2.5</b>
Demolition	19	34	5	<0.1	3	2
Grading & Site Preparation	26	42	6	<0.1	8	6
Building Construction	19	28	6	<0.1	2	2
Asphaltting	13	20	4	<0.1	2	2
Architectural Finishing	2	4	47	<0.1	1	1
SCAQMD Regional Emissions Threshold (lbs/day)	550	100	75	150	150	55
<b>Exceed Threshold?</b>	No	Yes	No	No	No	No

CO = carbon monoxide.

NOX = oxides of nitrogen.

VOC = volatile organic compounds (ref: CalEEMod ROG: Reactive Organic Gases)

SO2 = sulfur oxides.

PM10 = particulate matter equal to or less than 10 microns in diameter.

PM2.5 = particulate matter less than 2.5 microns in diameter.

- Source: CalEEMod 2011 Version 1.1.
- N/A: Not Applicable
- Construction equipment mix provided by the applicant in the Construction Phasing Table.

- Fugitive dust emissions assumes application of Rule 403, which includes replacing ground cover as quickly as possible, watering exposed surfaces two times daily, equipment loading/unloading measures, and reducing vehicle speeds on unpaved roads to less than 15 miles per hour.

As shown in the table above, all emissions are less than their respective SCAQMD threshold values. Short-term impacts due to daily construction impacts are less than significant and no mitigation measures are necessary.

### Long-Term Operational-Related Impacts

Long-term air pollutant emissions generated by the project would be associated with project-related vehicle trips and stationary-source emissions generated on-site by sources such as fireplaces, paint, gas stoves, and fuel consumed for landscaping activities. Long-term air quality impacts are typically associated with the emissions produced by project-generated vehicle trips which are estimated by the Institute of Transportation Engineers (ITE). The proposed development will not exceed the threshold for SCAQMD air quality significance as pointed out in Table 3.2 for operational emissions.

<b>Table 3.2</b>						
<b>Maximum Daily Operational Emissions</b>						
<b>Source</b>	<b>Pollutants (lbs/day)</b>					
<b>(Construction Phase)</b>	<b>CO</b>	<b>NOX</b>	<b>VOC</b>	<b>SO2</b>	<b>PM10</b>	<b>PM2.5</b>
Vehicle Emissions	100	27	11	1	16	2
SCAQMD Regional Emissions Threshold (lbs/day)	550	55	55	150	150	55
<b>Exceed Threshold?</b>	No	No	No	No	No	No

CO = carbon monoxide.

NOx = oxides of nitrogen.

VOC = volatile organic compounds (ref: CalEEMod ROG: Reactive Organic Gases)

SO2 = sulfur oxides.

PM10 = particulate matter equal to or less than 10 microns in diameter.

PM2.5 = particulate matter less than 2.5 microns in diameter.

- Source: CalEEMod 2011 Version 1.1.
- N/A: Not Applicable
- VOC: Volatile Organic Compounds (ref: CalEEMod ROG: Reactive Organic Gases)
- Construction equipment mix provided by the applicant in the Construction Phasing Table.
- Fugitive dust emissions assumes application of Rule 403, which includes replacing ground cover as quickly as possible, watering exposed surfaces two times daily, equipment loading/unloading measures, and reducing vehicle speeds on unpaved roads to less than 15 miles per hour.



Long-term impacts due to daily operational emissions are less than significant and no mitigation measures are necessary.

**c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Less-Than Significant Impact.** SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. In accordance with SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values does not add significantly to a cumulative impact. The South Coast Air Basin (SoCAB) is designated as a non-attainment area for ozone and particulates (PM10 and PM2.5) under the state and federal Ambient Air Quality Standards (AAQS). Air pollutant modeling for construction emissions demonstrates that the project implementation would not exceed the SCAQMD's construction phase pollutant thresholds.

As discussed earlier in Response III(a), the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. The operational emissions, which include vehicular trips, will not exceed the SCAQMD thresholds as pointed out in the Operational Emissions in Table 3.2. No mitigation measures are necessary.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less-Than Significant Impact.** The subject site is located in a planned community surrounded by commercial office and retail buildings. Although sensitive receptors are located in the vicinity of the site, the greatest amount of pollutants generated by the proposed project will occur during the construction phase. The emissions will be comprised of mostly dirt and dust particles as the subject site is graded and the new building are constructed. However, such emissions will be controlled through the implementation of standard conditions, best management practices, and rules prescribed by the South Coast Air Quality Management District and will be short-term.

As described in Response III(b) above, construction and operation of the proposed project would not result in any substantial localized or regional air pollution impacts; and therefore, would not expose any nearby sensitive receptors to substantial pollutant concentrations. The emissions released from operations after the construction phase is completed will predominantly be comprised by vehicle trips which will not be a significant impact as pointed out in the Maximum Daily Operational Emissions, Table 3.2, above. Therefore, project implementation will not adversely affect sensitive receptors and no mitigation measures are necessary.

**e) Create objectionable odors affecting a substantial number of people?**

**Less-Than Significant Impact.** Project construction would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment bringing materials to the site. With regard to nuisance odors, any air quality impacts would be confined to the immediate vicinity of the equipment itself.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project includes the construction of 13,525 square feet of retail, restaurant, and bank development within two single-story freestanding buildings. Therefore, the proposed project does not include any uses listed above and identified by the SCAQMD as being associated with odors.

The proposed project would not produce objectionable odors per the SCAQMD Handbook. Potential sources of odors during construction activities include equipment exhaust and the use of architectural coatings and solvents. Odors from these sources would be localized and generally confined to the proposed project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites. Additionally, the odors would be temporary, occurring when equipment is operating and during painting activities. Construction activities associated with the proposed project would be required to comply with SCAQMD Rule 402 on nuisances. Additionally, SCAQMD Rule 1113 limits the amount of volatile organic compounds in architectural coatings and solvents. Through mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors. As such, potential impacts during short-term construction would be less than significant.

By the time such emissions or odors reach any sensitive receptor sites away from the project site, they are typically diluted to well below any level of air quality concern. Such emissions and odors are an adverse, but not significant impact. Mitigation measures are not necessary as the impacts of emissions and odors are less than significant.

#### **IV. BIOLOGICAL RESOURCES.**

**a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** Although the proposed project would remove some of the existing ornamental trees and hedges existing on the site, it would not have a substantial adverse effect on any candidate, sensitive, or special-status species. The project site is adjacent to MacArthur Boulevard and consists of a surface parking area with landscaped medians and a vacant 7,996 square foot building. It is located within a fully developed commercial and office park development with a mixture of low-, medium-, and high-rise offices, retail, restaurant, hotel uses, and surface parking and parking structures. According to Figure NR2 of the City of Newport Beach General Plan Natural Resources Element, the project site is not located within an Environmental Study Area (City of Newport Beach 2006). A visit to the site confirmed that the project site is void of any native vegetation or wildlife habitat. Therefore, the proposed project would not modify habitat or adversely affect sensitive biological resources, and no impacts would occur.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** The proposed project would not have an adverse effect on any riparian habitat. Per Figure NR2 of the City of Newport Beach General Plan Natural Resources Element, the project site is not located within an Environmental Study Area (City of Newport Beach 2006). The project site is a fully developed site consisting of a surface parking area, narrow strips of landscaped areas, and an existing building. It is void of any riparian habitat or other sensitive natural community and no impacts would occur.

**c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** The project site is fully developed and consists of a surface parking area, narrow strips of landscaped areas, and an existing building. There are no federal wetlands or jurisdictional waters present on site or in the general vicinity. Therefore, no impacts would occur.

**d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites?**

**No Impact.** The proposed project would not interfere with the movement of fish or wildlife. The project site is located within a fully developed commercial and office park area and is not connected to other undeveloped lands. According to Figures NR1 and NR2 of the City of Newport Beach General Plan Natural Resources Element, the project site is not identified as a biological resources area, nor is it located in an Environmental Study Area (City of Newport Beach

2006) and the site is not connected to any wildlife corridors. Therefore the project site is not considered a part of a regional wildlife corridor that would facilitate movement of wildlife species from one area to another. Therefore, no impacts would occur.

**e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** The project site does not contain any biological resources that are protected by local policies. According to the City of Newport Beach General Plan Natural Resources Element, the project site is not located in an area where sensitive and rare terrestrial and marine resources occur (City of Newport Beach General Plan 2006). Furthermore, according to the County of Orange General Plan Resources Element, the project site is not located within the boundaries of the Orange County Natural Communities Conservation Plan or Habitat Conservation Plan (NCCP/HCP), (County of Orange 2005). The proposed project would not conflict with any local policies or ordinances protecting biological resources; therefore, no impacts would occur.

**f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The City of Newport Beach is a signatory to a Natural Resource Community Conservation Plan agreement. However, according to Figure VI-5 of the Resources Element of the Orange County General Plan, the project site is not located within a designated Natural Communities Conservation Plan area or Habitat Conservation Plan (NCCP/HCP), (City of Newport Beach General Plan 2006, County of Orange 2005). Therefore, the proposed project would not be subject to the provisions of any local, regional, or state habitat conservation plan or Natural Communities Conservation Plan or Habitat Conservation Plan area, and no impacts would occur.

## **V. CULTURAL RESOURCES.**

**a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**No Impact.** The 1.11-acre project site is developed with a single-story, 7,996-square-foot restaurant, surface parking, and landscaped areas. Aerial photographs depict the project site and surrounding area as vacant grassland in 1952; rough-graded for the existing development in 1972; and as currently developed in 1980. These changes correlate in time with the approval of the Newport Place Planned Community in December 1970 by the City, which includes the project site. Building permits were issued in 1972 for the construction of the existing restaurant building according to the City's building records and was completed in 1973 per County Tax Assessor records. Thus, the existing building and surrounding buildings are at most 40 years old. Built

environment resources constructed after 1960, unless extraordinarily important, are not considered of sufficient age to warrant listing in the California Register of Historic Resources.

There are no historical structures on the project site listed on any local, state, or national historical registers, nor any determined to be eligible for listing as a significant historical resource, according to the Historical Resources Element of the Newport Beach General Plan (City of Newport Beach 2006). Because there are no historical structures on the project parcel, no impacts would occur.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Less-Than Significant Impact with Mitigation Incorporated.** Because there is no surface exposure in the project site, no archaeological resources survey was performed for this project. The project site has undergone grading for construction of the existing restaurant building and surface parking lot, as well as for the other, adjacent buildings and surface parking lots. A geotechnical engineering investigation (Appendix B) conducted for the project indicated artificial fill over native soils on the existing pads varying from 0.5 feet to 1.5 feet. Ground disturbances from these previous developments likely would have inadvertently destroyed any unknown archeological resources present. The proposed project would involve limited surface soil disturbance and grading to an approximate depth of 3 feet to prepare for the building foundations. Therefore, it is highly unlikely the proposed project would disturb any unknown archaeological resources, and impacts would be less than significant. However, adhering to the following mitigation measure would ensure compliance with state historical guidelines. Impacts would be less than significant with incorporation of mitigation.

**Mitigation Measure**

- 5.1. The project applicant shall have a qualified professional archaeologist on site to monitor for any potential impacts to archaeological or historic resources throughout the duration of any demolition and ground disturbing activities. The professional archeologist shall have the authority to halt any activities adversely impacting potentially significant cultural resources until the resources can be formally evaluated. The archaeologist must have knowledge of both prehistoric and historical archaeology. Additionally, the archaeological monitoring program shall include the presence of a local Native American representative (Gabrielino and/or Juaneno). Resources must be recovered, analyzed in accordance with CEQA guidelines, and curated. Suspension of ground disturbance in the vicinity of the discoveries shall not be lifted until the archaeologist has evaluated discoveries to assess whether they are classified as historical resources or unique archaeological sites, pursuant to CEQA.

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less-Than Significant Impact with Mitigation Incorporated.** The project site is situated on late to middle Pleistocene marine deposits, which can be highly fossiliferous, containing vertebrate, invertebrate, and plant fossil specimens. The project site has undergone grading for construction of the existing restaurant building and surface parking lot, as well as for the other, adjacent buildings and surface parking lots. A geotechnical engineering investigation (Appendix B) conducted for the project indicated artificial fill over native soils on the existing pads varying from 0.5 feet to 1.5 feet. Therefore, it is highly unlikely the proposed project would disturb any paleontological resources. With adherence to the mitigation measure below, impacts would be less than significant and impacts would be less than significant.

#### Mitigation Measure

- 5.2. The project applicant shall retain a qualified professional paleontologist for periodic monitoring for any potential impacts to paleontological resources throughout the duration of ground disturbing activities. In the event paleontological resources are uncovered, the professional paleontologist shall have the authority to halt any activities adversely impacting potentially significant fossil resources until the resources can be formally evaluated. If potentially significant fossils are uncovered they must be recovered, analyzed in accordance with CEQA guidelines, and curated at facilities at the Natural History Museum of Los Angeles County, or other scientific institution accredited for curation and collection of fossil specimens. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the paleontologist has evaluated the significance of the resources pursuant to CEQA.

#### **d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less-Than-Significant Impact.** The project site is not a formal cemetery and is not adjacent to a formal cemetery. The project site is not known to contain human remains interred outside formal cemeteries, nor is it known to be located on a burial ground. The proposed project would involve limited surface soil disturbance and grading to an approximate depth of 3 feet to prepare for the building foundations. A geotechnical engineering investigation (Appendix B) conducted for the project indicated artificial fill over native soils on the existing pads varying from 0.5 feet to 1.5 feet. Therefore, it is highly unlikely that construction of the proposed project would disturb any human remains. Should human remains be uncovered during construction, as specified by State Health and Safety Code Section 7050.5, no further disturbance will occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, excavation or construction will halt in the area of the discovery, the area will be protected, and consultation and treatment will occur as prescribed by law. If the Coroner recognizes the remains to be Native American, he or she will contact the

Native American Heritage Commission, who will appoint the Most Likely Descendent. Additionally, if the bones are determined to be Native American, a plan will be developed regarding the treatment of human remains and associated burial objects, and the plan will be implemented under the direction of the Most Likely Descendent. Therefore, impacts would be less than significant.

## **VI. GEOLOGY AND SOILS.**

**a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** The project site is not included in any earthquake fault zones as delineated by the Alquist-Priolo Earthquake Fault Zone Act. The principal seismic hazard to the subject property and proposed project is strong ground shaking from earthquakes produced by local faults. Secondary effects such as surface rupture, lurching, or flooding are not considered probable (Appendix B). Therefore, no impacts on the project would result from fault rupture.

- ii) Strong seismic ground shaking?**

**Less-Than Significant Impact.** Southern California is located in an active seismic region. Moderate to strong earthquakes can occur on numerous faults. The United States Geological Survey, California Division of Mines and Geology, private consultants, and universities have been studying earthquakes in Southern California for several decades. The purpose of the code seismic design parameters is to prevent collapse during strong ground shaking. Cosmetic damage should be expected. The principal seismic hazard to the subject property and proposed project is strong ground shaking from earthquakes produced by local faults. Secondary effects such as surface rupture, lurching, or flooding are not considered probable (Appendix B).

An approximately 13,525 gross square feet of new commercial retail and food uses are proposed to replace the existing single-story 7,996 square-foot vacant restaurant. The new development will consist of two, free-standing, single-story buildings. Each has a maximum building height of 29 feet. All demolition and construction would occur in accordance with building and safety standards as specified by the City. The proposed buildings would be constructed in compliance with the latest earthquake-resistant design available and relevant codes. All proposed project components would be in compliance with the most up-to-date building codes. Plans would be reviewed and approved by the City prior to issuance of grading and building permits and construction activities. Furthermore, the proposed buildings would be evaluated prior to occupation to

ensure that the construction has been completed in accordance with the approved plans and applicable codes. Therefore, impacts would be less than significant.

**iii) Seismic-related ground failure, including liquefaction?**

**Less-Than Significant Impact.** Liquefaction is a geologic process that causes ground failure and typically occurs in loose, saturated sediments primarily of sandy composition (City of Newport Beach 2006a). Figure S-2 of the Newport Beach General Plan (Seismic Hazards) identifies areas of potential liquefaction in the City of Newport Beach. The project site is not located in an area identified as having a potential for soil liquefaction when subject to a seismic event (City of Newport Beach 2006). Native soils consisted of a silty residual clayey soil to a maximum depth explored of 13.5 feet in test pit 1. Groundwater was not encountered in any of the geotechnical pits during the field investigation on December 29, 2010 (Appendix B). Therefore, impacts on people or structures as a result of seismic-related ground failure, including liquefaction, would be less than significant.

**iv) Landslides?**

**No Impact.** The proposed project would have no impact related to landslides. Figure S-2 of the Newport Beach General Plan 2006 (Seismic Hazards) identifies areas with landslide potential. The project site is not located in any area with landslide potential (City of Newport Beach 2006). The project site is generally flat and implementation of the proposed project would not require slope cuts that could result in landslides. Therefore, no impacts associated with landslides would occur.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Less-Than Significant Impact.** The project site is currently developed with a single-story, 7,996-square-foot restaurant, surface parking, and landscaped areas. As required by the City's Municipal Code, the project applicant would obtain a grading permit from the City's Building Official. Chapter 15.10 contains grading, fill, drainage, and erosion control standards that would be applied to the corresponding construction activity. The project applicant would implement standard erosion control measures and construction best management practices (BMPs) that would minimize impacts. Therefore, impacts would be less than significant.

**c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less-Than Significant Impact.** The project site has been developed and is not located in an area identified by the City of Newport Beach General Plan as having a potential for soil liquefaction or landslides. Subsidence over the site



during grading is anticipated to be on the order of 0.5 feet. Shrinkage of reworked materials should be in the range of 10 to 15 percent (Appendix B). All proposed project components would occur in accordance with building and safety standards. Impacts on people or structures as a result of seismic-related ground failure, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

**d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less-Than Significant Impact with Mitigation Incorporated.** Based on the geotechnical engineering investigation, results of expansion tests indicate that the near surface soils exhibit a medium expansion potential. The surface soils are non-plastic with a medium expansion potential (Appendix B). Therefore, impacts associated with expansive soils would be less than significant with mitigation incorporated.

**Mitigation Measures:**

6.1 Prior to issuance of grading permits, a detailed design-engineering-level geotechnical investigation report shall be prepared and submitted with engineered grading plans to further evaluate expansive soils, soil corrosivity, settlement, foundations, grading constraints, and other soil engineering design conditions, and to provide site-specific recommendations to address these conditions, if determined necessary. The engineering-level report shall include and address each of the recommendations included in the geotechnical reports prepared by Strata-Tech, Inc. (Appendix B). The geotechnical reports shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. Geotechnical rough grading plan review reports shall be prepared in accordance with the City of Newport Beach Grading Ordinance.

**e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

**No Impact.** No septic tanks or alternative wastewater disposal systems are included as part of the proposed project. The project site would tie into the existing sewer line. Therefore, no impacts would occur.

**VII. GREENHOUSE GAS EMISSIONS.**

**a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less-Than Significant Impact.** Greenhouse gases emitted by human activity are implicated in global climate change or global warming. The principal

greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately one-half of GHG emissions globally.

Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the atmosphere as a result of human activities are Carbon Dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), Nitrous Oxide (N<sub>2</sub>O), and Fluorinated Gases. For purposes of analysis the global warming potential of each gas is equated to Carbon Dioxide (CO<sub>2</sub>e) and the Carbon Dioxide equivalent is identified in metric tons for each GHG.

**SCQAMD's Significance Thresholds:** On December 5, 2008, the South Coast Air Quality Management District (SCAQMD) adopted a GHG significance threshold for Stationary Sources, Rules and Plans where the SCAQMD is the lead agency. The threshold utilizes a tiered approach, with a screening significance threshold of 10,000 MTCO<sub>2</sub>EQ, if the project was not part of a general plan's GHG reduction plan. The SCAQMD has also developed draft thresholds for commercial and residential projects, where it is not the lead. The draft recommends a 3,000 MTCO<sub>2</sub>EQ per year screening threshold. The SCAQMD's working group has not set a date for finalizing the recommendations. Until more guidance is provided from the expert agencies (CARB and/or SCAQMD), the City of Newport Beach intends to consider projects emitting 3,000 metric tons of CO<sub>2</sub>e per year or less to be a less-than-significant contribution to greenhouse gasses, thereby not requiring further analysis.

For projects exceeding the screening threshold of 3,000 metric tons of CO<sub>2</sub>e per year, the City will consider projects to have significant impacts if they either 1) are not substantially consistent with policies and standards set out in federal, state, and local plans designed to reduce GHGs; or 2) would emit more than 3,000 metric tons of CO<sub>2</sub>e per year. Projects that do not meet these thresholds would be considered to have significant impacts, and thus could be expected to exceed the State's mandatory requirement under Assembly Bill 32 to reduce statewide GHG emissions to 1990 levels by 2020.

A conservative estimate of the project's CO<sub>2</sub>e emissions during construction and operation is presented in Table 7-1. As shown, emissions would remain well below the City's screening threshold of 3,000 metric tons of CO<sub>2</sub>e per year; therefore, impacts would be less than significant.

**Table 7.1.** Estimate of Project-Related Greenhouse Gas Emissions (pounds per day)

	<b>Carbon Dioxide Equivalent</b>
<b>California Statewide Average Daily Emissions (year 2006)</b>	479,800,000
<b>Project Emissions</b>	
<b>Construction-Period Emissions</b> 2012	182
<b>Operations-period Emissions</b> Area Sources Energy Mobile Waste Water Total Operations-Period Emissions	0 86 1,948 31 11 2,076
<b>Total Project Emissions a</b>	<b>2,258</b>
City of Newport Beach Screening Level Threshold	3,000
<b>Exceed Threshold?</b>	<b>No</b>

a Value includes total annual operational emissions plus total construction emissions amortized over 30 years.

Source: City of Newport Beach 2011. CalEEMod 2011.1.1 outputs provided in Appendix G.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less-Than Significant Impact.** California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. The Governor's Office of Planning and Research recently published suggested changes to the CEQA Guidelines that would require that greenhouse gases be evaluated in environmental documents.

The recommended approach for GHG analysis included in the Governor's Office of Planning and Research (OPR) June 2008 Technical Advisory (TA) is to: 1) identify and quantify GHG emissions, 2) assess the significance of the impact on climate change, and 3) if significant, identify alternatives and/or mitigation measures to reduce the impact below significance. Neither the CEQA Statute nor Guidelines prescribe thresholds of significance or a particular methodology for performing an impact analysis.

Presently, there are no adopted federal plans, policies regulations or laws setting a mandatory limit on GHG emissions. CARB (California Air Resources Board) has published draft preliminary guidance to agencies on how to establish interim significance thresholds for analyzing GHG emissions (California Air Resources Board 2008). That guidance, while still in draft form, does provide some assistance to the City in evaluating whether the project would impede the State's

mandatory requirements under AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The City of Newport Beach does not have any plans, policies, regulations, significance thresholds, or laws addressing climate change at this time.

As discussed in Response VII(a) above, the estimated CO<sub>2</sub> greenhouse gas emissions by the project will be below and not exceed the preliminary SCAQMD screening threshold of 3,000 MTCO<sub>2</sub>EQ/year. As such, the proposed project would be consistent with the state's goals of reducing GHG emissions to 1990 levels by 2020; therefore, the proposed project's contribution to cumulative climate change GHG emissions would be less than significant. The project will not conflict with any adopted greenhouse gas plan, policy, or regulation. As a result, the project will not have any significant impacts to greenhouse gas plans or policies that are applicable to the project.

## **VIII. HAZARDS AND HAZARDOUS MATERIALS.**

### **a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less-Than Significant Impact.** The construction and operation of the proposed project would not result in the reasonably foreseeable upset or release of any hazardous materials. Construction equipment that would be used to build the proposed project has the potential to release oils, greases, solvents, and other finishing materials through accidental spills. Spill or upset of these materials would have the potential to affect surrounding land uses. However, the consequences of construction-related spills are generally reduced in comparison to other accidental spills and releases because the amount of hazardous material released during a construction-related spill is small as the volume in any single piece of construction equipment is generally less than 50 gallons. Construction-related spills of hazardous materials are not uncommon, but the enforcement of construction and demolition standards, including BMPs by appropriate local and state agencies, would minimize the potential for an accidental release of petroleum products and/or hazardous materials or explosions during construction. Federal, state, and local controls have been enacted to reduce the effects of potential hazardous materials spills.

The Newport Beach Fire Department is an all-risk fire department and enforces city, state, and federal hazardous materials regulations for Newport Beach. It has the resources to respond and provide services to all types of emergencies, including fires, medical emergencies, hazardous materials problems, beach rescues, traffic accidents, high rise incidents, wildland fires, major flooding, and disaster (City of Newport Beach 2009b). City regulations include Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, Chapter 9.04 of the City's Municipal Code, and implementation of the California Accidental Release Prevention Program (City of Newport Beach 2006b). Elements of these programs include spill mitigation, and containment and

securing of hazardous materials containers to prevent spills. Compliance with these requirements is mandatory as standard permitting conditions, and would minimize the potential for the accidental release or upset of hazardous materials, helping to ensure public safety.

The occupancies of restaurants and retail uses are not associated with the use or storage of large amounts of hazardous substances. The proposed project would not use or store large amounts of hazardous substances and an upset of those types of materials would not be reasonably foreseeable. The construction and operation of the proposed project would not create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant.

**b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**No Impact.** Development of the project includes the demolition of a 7,996 square-foot restaurant building and construction of two, new single-story buildings of 13,525 gross square feet with uses allocated to food uses and general commercial uses. The age of the building to be demolished (pre-1980) suggests the possibility of asbestos-containing building materials; however, a major remodel in 1995 had a permit indicating that either there was no asbestos in the building or that it had been removed and disposed of appropriately. A Phase I Environmental Assessment (Appendix C) for the Evaluation of Hazardous Materials was performed by Centec Engineering (Phase I EA Centec, 2003) for the subject property. During the on-site inspection, no damaged suspect friable materials were noted and all materials appeared to be in good condition. No samples were contained for analysis. Asbestos does not appear to be a significant issue relative to a perceived asset value. No stored lead-based paints were noted during inspection of the building and no use of lead-based paint is suspected. No sampling or laboratory analyses were completed during this investigation to verify the presence or absence of lead in any building materials.

No hazardous materials other than what would be contained in “household” cleaning supplies were noted at the existing restaurant and there is an in-ground grease trap. The grease is removed by Baker Commodities. No significant stains or signs of hazardous material spills were noted and the landscaping at the property appeared healthy with no evidence of toxic materials dumping or abandonment. No stains or signs of leakage were noted on the ground near pad-mounted Southern California Edison (SCE) transformers which serve the subject property and its neighbors. Federal law has prohibited the manufacture of transformers utilizing PCB since 1977 and SCE maintains that it is “highly unlikely” that the transformers contain polychlorinated biphenyl (PCB) at

concentration levels requiring special management under the Environmental Protection Agency's (EPA) rules (Phase I EA Centec, 2003).

There was no documentary or physical evidence of former or current underground or aboveground storage tanks on the subject property. No evidence of ponds, pits, lagoons, clarifiers, groundwater monitoring wells, or other possible conduits for contamination was found. There was no evidence of sensitive environmental receptors such as wetlands, marshes, endangered species, etc., in the immediate vicinity although the Newport Back Bay is located one mile southwest of the property. No high-power electricity transmission towers were noted in the immediate vicinity. Radon is not considered a significant area of concern for Southern California and has not been tested for. Although site-specific information regarding radon levels can only be obtained through direct testing, the potential for elevated radon levels at the subject property is low (Phase I EA Centec, 2003).

The proposed project would operate as take-out restaurant food uses and general office and retail uses. A common grease interceptor will be built to accommodate the restaurant uses. These uses would not routinely transport, use, or dispose of hazardous materials. Therefore, no impacts would occur.

**c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No Impact.** There are several adult training schools, and a couple of music and dance schools within one-quarter mile. However, the proposed project would not emit hazardous emissions or require handling hazardous or acutely hazardous materials, substances, or waste. Therefore, the proposed project would not emit hazardous emissions within one-quarter mile of a school. No impacts would occur.

**d) Be located on a site that is included on a list of hazardous materials sites that complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**No Impact.** The project site is not included on any list of hazardous materials sites pursuant to Government Code Section 65962.5 (Phase I EA Centec, 2003). An environmental records database search report was completed on April 14, 2003, by Vista Information Solutions, Inc. (Vista) in San Diego, California. The Vista database searched pertinent federal, state, and local lists of public information, according to appropriate ASTM standards, to identify and geographically locate sites of concern within a maximum radius of one mile of the subject property. The subject property is not identified on the database for any reason (Phase I EA Centec, 2003).

There are three different locations of contamination within the critical 1/4 –mile radius. Koll Center and Koll Co/Sanwa Bank, both of which are on the east side of MacArthur Blvd. and beyond 1,000 feet away from the subject property, had leaking underground storage tanks (USTs) that affected “soil only” (Phase I EA Centec, 2003). They have both been remediated and have a “case closed” status and are therefore of no realistic concern to the subject property. Beacon Bay Auto Wash, located 1,200 feet to the northwest, had a UST leak that affected groundwater, but it is currently undergoing remediation, is hydrologically cross gradient to the subject property, and is unlikely to have any impact on the subject property (Phase I EA Centec, 2003).

Of the remaining 21 listed locations of contamination, seven have a “case closed” status, six are currently either under remediation or post-remedial monitoring, and the remainder are currently under investigation. All of these sites are too distant and lack adequate significance to likely have an adverse environmental impact on the subject property. There are no NPL or State “Superfund” sites or other significant sources of contamination in the study (Phase I EA Centec, 2003).

Since the project site is not located on a list of hazardous materials sites, the proposed project would not create a significant hazard to the public or the environment and no impact would occur.

**e) For a project within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**Less-Than Significant Impact.** The closest airport is John Wayne Airport, which is approximately within 0.38 miles northwest of the project site. The project site is located within the boundaries of the Airport Environs Land Use Plan (AELUP) for John Wayne Airport. The proposed project is within the height restriction zone for the John Wayne Airport and the notification area of the Federal Aviation Regulation (FAR) Part 77 Imaginary Surfaces aeronautical obstruction area.

Section 77.13 of the FAR requires the notification of the Federal Aviation Administration (FAA) for any construction or alteration which are identified as follows: 1) exceeds 200 feet in height about the ground level at its site; 2) exceeds a height greater than an imaginary surface extending outward and upward at specific slope characteristics at 20,000 feet, 10,000 feet, and 5,000 feet from the nearest point of the airport runway; or 3) is a highway with specific characteristics, and/or ,is occurring at an airport.

The proposed project includes the construction of two, free-standing single-story buildings with a maximum height of 29 feet. The project site is approximately 50 feet above mean sea level (Phase I EA Centec, 2003). The proposed project does not require notification to the FAA in accordance with Section 77.13 of the

FAR because the proposed project would not be more than 200 feet above ground level and not more than 206 feet above mean sea level; the proposed project would not exceed a height greater than the imaginary surface planes identified within Section 77.13; the proposed project is not a highway; and the proposed project is not a modification to an existing airport. Therefore, the filing of Form 7460-1 with the FAA is not required.

Although the proposed project is exempt from filing the Form 7460-1 notice, a referral by the City to the Airport Land Use Commission for Consistency Review is required due to the location of the proposal within the AELUP Planning Area and due to the nature of the required City approvals (i.e. planned community development amendment) under PUC Section 21676(b).

The subject property is within Noise Impact Zone “2” as identified in the AELUP which considers land uses including commercial as normally consistent meaning conventional construction methods can be used and there are no special noise reduction requirements. The subject property is not within the Runway Protection Zone.

The proposed project would comply and be compatible with the land use standards established in the City’s Municipal Code and the AELUP (Airport Land Use Commission 2008). The AELUP vicinity height guidelines would protect public safety, health, and welfare by ensuring that aircraft could fly safely in the airspace around the airport. Although the proposed project is located within an airport land use plan, it would comply with all established standards, requirements, and plans. Therefore, impacts would be less than significant.

**f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** As described above in (e), the John Wayne Airport is located approximately 0.38 miles northwest of the project site. There is no private airstrip in the vicinity of the proposed project. Therefore, the proposed project would not result in a safety hazard for people working in the project area from operations of a private airstrip. No impacts would occur.

**g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** The proposed project would not impair or physically affect any adopted emergency response plan or evacuation plan. The proposed project would not interfere with the implementation of the City’s Emergency Response Plan. The City’s Emergency Management Plan also establishes safety procedures with respect to aviation hazards to promote the safety of persons on the ground while reducing risks of serious harm to aircraft crews and passengers that may need to make emergency landings in the immediate airport vicinity. The proposed project would not require the closure of any public or private streets or roadways, and would not impede access of emergency vehicles to the project



site, or any surrounding areas in the event of an aviation emergency or other emergency. Finally, the proposed project would provide all required emergency access in accordance with the requirements of the Newport Beach Fire Department during plan review by the Fire Department. No impacts on emergency response would occur.

**h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** The project site is not located in an area adjacent to or intermixed with wildlands, and is surrounded by office buildings. Furthermore, the City of Newport Beach General Plan Safety Element Figure S4 (City of Newport Beach 2006a) identifies the project site as Low/None Fire Susceptibility. Therefore, people or structures would not be exposed to a significant risk of loss, injury, or death involving wildland fires as a result of the proposed project. No impacts would occur.

**IX. HYDROLOGY AND WATER QUALITY.**

**a) Violate any water quality standards or waste discharge requirements?**

**Less-Than Significant Impact.** Land within the City of Newport Beach is included in three watersheds: Newport Bay, Newport Coastal Streams, and Santa Ana (County of Orange 2011). Each of these watersheds is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB) and subject to the objectives, water quality standards, and BMP requirements established in the Santa Ana River Basin Plan and Orange County Drainage Area Management Plan (DAMP). The project site is located in the Newport Bay Watershed, within the San Diego Creek Subwatershed. The EPA and Santa Ana Regional Water Control Board have identified San Diego Creek as an impaired water body. The main tributary of the San Diego Creek Watershed, San Diego Creek, drains directly into Upper Newport Bay (City of Newport Beach 2006b).

Under the provisions of Chapter 14.36 (Water Quality) of the City of Newport Beach Municipal Code, any discharge that would result in or contribute to degradation of water quality via stormwater runoff is prohibited. New development or redevelopment projects are required to comply with provisions set forth in the DAMP, including the implementation of appropriate BMPs identified in the DAMP to control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing beneficial uses of water. Furthermore, a municipal separate storm sewer system (MS4) permit is provided to the City by SARWQCB under the National Pollutant Discharge Elimination System (NPDES) to regulate the amount of stormwater contaminants that are delivered into the City's waterways. MS4 permits require

an aggressive water quality ordinance, specific municipal practices to maintain City facilities like the MS4, and use of BMPs in many residential, commercial, and development-related activities to further reduce the amount of contaminants in urban runoff (City of Newport Beach 2006b). The proposed project will comply with the required water quality standards; therefore, impacts would be less than significant.

**b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**Less-Than Significant Impact.** The project site is currently developed and is not considered a location for groundwater recharge (City of Newport Beach 2006b). The proposed project would not substantially increase impervious surfaces on the site, thereby interfering substantially with groundwater recharge. Furthermore, the proposed project would not directly withdraw groundwater from beneath the site, thereby substantially depleting groundwater supplies. Impacts would be less than significant.

**c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

**Less-Than Significant Impact.** No streams or rivers are located on the project site; therefore, construction and operation of the proposed project would not directly affect the flow of a stream or river. The project would involve some minor grading for construction. These activities would minimally alter the existing drainage pattern of the site. The proposed project would not increase the impervious area on the site as the existing site is currently developed with surface parking and a 7,996 square-foot building. During construction, an Erosion Control Plan will be implemented. Therefore, impacts from erosion or siltation, either on site or off site would be less than significant.

**d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site?**

**Less-Than Significant Impact.** No streams or rivers are located on site, and therefore, construction and operation of the proposed project would not directly affect the flow of a river or stream. Substantial amounts of stormwater are not readily absorbed into the soil because of the urban character of the area and the existing use of the project site for surface parking and a restaurant building. The proposed project would minimally alter the existing drainage pattern of the site,

but would not increase the impervious area. During construction, runoff from the proposed project site would be managed by the Erosion Control Plan and Water Quality Management Plan. The BMPs from the preliminary landscape plan include retention of significant amounts of water on-site. Storm runoff generated through the project operations would be diverted into the existing stormwater drainage system. Therefore, impacts would be less than significant.

**e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less-Than Significant Impact.** Overall, urban street flooding is rarely considered a problem in the City of Newport Beach (City of Newport Beach 2003). The urban character of the area and the existing use of the project site would not allow stormwater to be readily absorbed into the soil. The proposed project would minimally alter the existing drainage pattern of the site but would not substantially increase the impervious area; therefore, the proposed project would not substantially increase the amount of stormwater runoff generated. Finally, the proposed project would comply with the policies outlined in the General Plan to minimize runoff-related flooding impacts. These policies include NR 3.11, NR 3.20 and NR 4.4 and implementation would reduce the volume of runoff generated and potential for flooding. As discussed in Section IX (d), runoff from the proposed project site would be managed by the Erosion Control Plan and Water Quality Management Plan. Therefore, impacts on stormwater would be less than significant.

**f) Otherwise substantially degrade water quality?**

**Less-Than Significant Impact.** The proposed project would not substantially degrade water quality. The proposed project would comply with all General Plan policies minimizing flooding impacts. The proposed food service uses will require the installation of grease interceptors. As discussed in Sections IX (a-d), the project site would be managed by the Erosion Control Plan and Water Quality Management Plan and the proposed project will comply with required water quality standards. Impacts on water quality would be less than significant.

**g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** Based on Figure S3 (Flood Hazards) of the City of Newport Beach General Plan, the project site is not located in a flood hazard area. The proposed project does not include the construction of housing; therefore, the proposed project would not place housing within a 100-year flood hazard area, and no impacts would occur.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** The project site is not located in a flood hazard area (City of Newport Beach 2006a). Therefore, the proposed project would not impede or redirect 100-year flood flow, and no impacts would occur.

**i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**No Impact.** The proposed project is not located in a flood hazard area (City of Newport Beach 2006a). The project site is not located near a levee or dam. Various flood control measures have helped mitigate flood damage in the City. Administered by the Orange County Resources & Development Management Department, the Orange County Flood Control District (OCFCD) provides, operates, and maintains public facilities and regional resources for the residents of Orange County. OCFCD operates and maintains flood control channels, dams, retarding basins, pump stations, and other flood control infrastructure that the OCFCD designs and constructs. Specifically, OCFCD is responsible for maintaining the regional drainage facilities such as the Santa Ana River, San Diego Creek, and Buck Gully. These structures help regulate flow in the Santa Ana River, San Diego Creek, and smaller streams, and hold back some of the flow during intense rainfall periods that could otherwise overwhelm the storm drain system in Newport Beach. Therefore, no impacts would occur.

**j) Inundation by seiche, tsunami, or mudflow?**

**No Impact.** Implementation of the proposed project would not increase exposure to inundation by seiche, tsunami, or mudflow. Due to the elevation of the site (approximately 50 feet) and absence of nearby waterfront, impacts from a tsunami would be negligible. Seiches result from the rhythmic movement of water within a lake or other enclosed or semi-enclosed body of water, generally caused by earthquakes. A small body of water, approximately 1.3 acres in area, is located over 300 feet from the project site between MacArthur Boulevard and Von Karman Avenue. Because no large lakes or other bodies of water lie on or near the project site, the potential hazard from seiches is very low at the project site. Based on Figure S1 (Coastal Hazards) of the City of Newport Beach General Plan, the project site is not located in a 100- or 500-year zone for tsunami inundation at extreme high tide (City of Newport Beach 2006a). The site is relatively flat and is not subject to a high risk of mudflow. The project site is not in an area with landslide potential (City of Newport Beach 2006a), per Figure S2 (Seismic Hazards) of the City of Newport Beach General Plan. Therefore, no impacts would occur.

## **X. LAND USE AND PLANNING.**

### **a) Physically divide an established community?**

**No Impact.** The project sites are located in a planned community district. The proposed change in use from restaurant to general commercial use, transfer of hotel room entitlement to the project site location, and reduction in the hotel room allocation of the off-site location will not create a physical division of or between the established general office uses, hotel site, and the existing restaurant uses in the vicinity; and will increase the types of commercial uses permitted to include those that provide service or convenience for the benefit of persons visiting or working in the vicinity. Therefore, no mitigation measures are required by CEQA.

### **b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less Than Significant Impact.** The project involves two sites designated as Mixed Use – Horizontal Land Use (MU-H2) per the Land Use Element of the General Plan, which provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses. The development limits for the project sites are identified in Table LU2 of the General Plan Land Use Element as a portion of Anomaly Number 12 with a development limit of 457,880 square feet; and a portion of Anomaly Number 17 with a development limit of 33,392 square feet and 304 hotel rooms. Both sites involved in the project are currently zoned PC-11, Newport Place Planned Community District as Restaurant Site 1 (Project Site) and Hotel Site 2-B (Donor Site). The project as proposed includes a code amendment to change the designation of a portion of Restaurant Site 1 to General Commercial Site 8 designation. Also included in the project is a request to transfer 54 hotel rooms from Hotel Site 2-B (donor site) to the project site.

The transfer of 54 hotel rooms will be converted to a comparable amount of commercial floor area (8,000 square feet) to establish the total amount of the project site, designated as General Commercial Site 8, to 13,525 square feet, and change the entitlement of Anomaly No. 12 from 457,880 square feet to 463,409 square feet to accommodate the proposed construction of a new commercial shopping center. Conversely, the hotel room entitlement of the donor site within Statistical Area L-4, Anomaly Number 17 will be reduced from 304 to 250 hotel rooms.

The proposed activities will amend the zoning to allow for general commercial uses and will not conflict with land use plans, policies, or zoning of the City of Newport Beach, since the commercial square footage increase is offset by the

transfer and reallocation of hotel rooms located within the same Statistical Area L4. Land use policy consistency analysis (Appendix I) has been conducted and is on file and available for review at the Planning Division at City Hall. Therefore, no mitigation measures are required by CEQA.

**c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** As referenced in Section IV (Biological Resources), the project site and the donor site are not within a habitat conservation area that supports any specific species of flora or fauna on the property. Furthermore, the project site is currently developed with a restaurant use and related surface parking that will be demolished prior to construction of the new development; and the donor site is occupied by an interim use, rental vehicle storage facility, with hotel room entitlement that will be reduced in total number. The project will not conflict with any applicable habitat conservation plan or natural community conservation plan. Therefore, no mitigation measures are required by CEQA.

**XI. MINERAL RESOURCES.**

**a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** Per Section 4.5.6: Mineral Resources of the Draft EIR of the Newport Beach General Plan 2006 Update, other than known active oil and gas resources generally concentrated within the western portions of Newport Beach, there is no active mining within the Newport Beach area. Based on guidelines adopted by the CGS (California Geological Survey) areas known as Mineral Resource Zones (MRZ) are classified according to the presence or absence of significant deposits. The City is required to respond to mineral resource recovery areas that have been designated by the State as MRZ-2 (significant existing or likely mineral deposits). All areas within the City are either classified as containing no significant mineral deposits (MRZ-1), or the significance of mineral deposits has not been determined (MRZ-3). The proposed project site lies within an MRZ-3 zone (Figure 4.5-4 Mineral Resource Zones, Draft EIR of the Newport Beach General Plan 2006 Update). Therefore, the proposed project would not result in the loss of the availability of known mineral resources that would be of value to the region and the residents of the State, and no impact would occur.

**b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

**No Impact.** The subject site is not delineated in the City of Newport Beach General Plan as containing a locally important mineral resource (City of Newport Beach 2006a). Therefore, no impacts would occur.

## **XII. NOISE.**

### Existing Conditions

Noise-sensitive receptors in the vicinity of the project site include the Tutor Time daycare center approximately 2,100 feet to the southwest at 1550 Bristol Street North, the University of California Irvine Child Development Center located approximately 2,100 feet to the east at 19262 Jamboree Road in the City of Irvine, and high-density residences approximately 3,000 feet to the northeast at the intersection of Campus Drive and Jamboree Road (Alford, pers. comm.).

The project site is also located within an area planned for future mixed residential/commercial uses. However, no residential uses currently exist in this area nor are they have any mixed residential/commercial development projects been approved in this area (City of Newport Beach 2006).

### Regulatory Background: Noise Standards and Thresholds of Significance

The proposed project is subject to the policies and standards contained in the Noise Element of the Newport Beach General Plan and the Community Noise Control Ordinance and the Loud and Unreasonable Noise Ordinance, Chapters 10.26 and Chapter 10.28, respectively, of the Newport Beach Municipal Code (NBMC).

The Noise Element establishes standards for exterior sound levels based on land use categories. The City also has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The Noise Element states that an outdoor noise exposure level of 60 to 65 dBA community noise equivalent level (CNEL) is considered “normally compatible” for single-unit and multi-unit residential development.

The Noise Element also sets interior and exterior noise standards, based on land use:

<b>Land Use Categories</b>		<b>Allowable Noise Levels (dBA)</b>			
<b>Categories</b>	<b>Uses</b>	<b>Interior <sup>a,b</sup></b>		<b>Exterior <sup>a,b</sup></b>	
		<b>Interior Noise Level (Leq) 7am to 10pm</b>	<b>Interior Noise Level (Leq) 10 pm to 7 am</b>	<b>Exterior Noise Level (Leq) 7am to 10pm</b>	<b>Exterior Noise Level (Leq) 10 pm to 7 am</b>
Residential	Single Family, Two Family, Multiple Family (Zone I)	45	40	55	50
	Residential Portions of Mixed Use Developments (Zone III)	45	40	60	50
Commercial Industrial	Commercial (Zone II)	N/A	N/A	65	60
	Industrial or Manufacturing (Zone IV)	N/A	N/A	70	70
Institutional	Schools, Day Care Centers, Churches, Libraries, Museums, Health Care Institutions (Zone I)	45	40	55	50

a. If the ambient noise level exceeds the resulting standard, the ambient shall be the standard.

b. It shall be unlawful for any person at any location within the incorporated area of the City to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such a person which causes the noise level when measured on any other property, to exceed either of the following:

- The noise standard for the applicable zone for any fifteen-minute period;
- A maximum instantaneous noise level equal to the value of the noise standard plus twenty dBA for any period of time (measured using A-weighted slow response).
- In the event the ambient noise level exceeds the noise standard, the noise standard applicable to said category shall be increased to reflect the maximum ambient noise level.
- The noise standard for the residential portions of the residential property falling within one hundred feet of a commercial property, if the intruding noise originates from that commercial property.



- If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.

The City of Newport Beach General Plan's Noise Element (General Plan Policy N 1.8) identifies a significant impact as follows:

*A significant noise impact occurs when there is an increase in the ambient CNEL produced by new development impacting existing sensitive uses. The CNEL increase is shown in the table below:*

<b>CNEL</b>	<b>dBA Increase</b>
55	3
60	2
65	1
70	1
Over 75	Any increase is significant

Noise Policy N 1.1 requires that all proposed developments be compatible with the noise environment through the use of a land use noise compatibility matrix contained in Table N2 of the Noise Element.

Section 10.26.025 NBMC specifies the following exterior noise standards:

<b>NOISE ZONE</b>	<b>TYPE OF LAND USE</b>	<b>ALLOWABLE NOISE LEVEL (Equivalent Noise Level Leg)</b>	
		7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
I	Single-, two-or multiple-family residential	55 dBA	50 dBA
II	Commercial	65 dBA	60 dBA
III	Residential portions of mixed-use properties	60 dBA	50 dBA
IV	Industrial or manufacturing	70 dBA	70 dBA

Construction noise is exempt from the above noise standards, pursuant to Section 10.26.035 NBMC. However, Section 10.28.040 NBMC specifies permitted hours for construction activities. Construction or other noise-generating activity that would disturb a person of normal sensitivity who works or resides in the vicinity may occur only between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday, and 8:00 a.m. to 6 p.m. on Saturdays. No construction that would disturb a person of normal sensitivity may occur on Sundays or federal holidays.

**a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less-Than Significant Impact with Mitigation Incorporated.** Although sensitive receptors in the area would be exposed to temporary increases in noise

from construction activities, City noise standards would not be exceeded. The construction and operational noise impacts and required mitigation measures are discussed below.

### Construction Noise

Construction of the proposed project is anticipated to last for approximately seven months, beginning in January 2012 and continue through June, 2012. Noise from construction activity is generated by a broad array of powered mechanical equipment. In order to assess the potential noise effects of construction, this noise analysis used a list of construction equipment provided for the proposed project to assess noise levels during construction phases. During the demolition phase of construction, noise levels are estimated to be approximately 92 dBA Leq at the project site. Construction noise levels of this magnitude would attenuate at the closest sensitive receptor (UCI Child Development Center) to approximately 55 dBA Leq (Noise attenuates at a rate of 6 dB per doubling distance). Because existing noise levels at the closest sensitive receptor were measured at approximately 63 dBA Leq, the noise levels would be marginally higher at this location during the loudest phase of construction. Therefore, construction noise would likely be perceptible, but would not dominate the noise environment at the sensitive receptor (Alford pers. comm.).

The City's Municipal Code exempts construction from the noise restrictions discussed above as long as it occurs between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday; and between 8:00 a.m. and 6 p.m. on Saturdays and does not occur at any time on federal holidays or on Sundays. In addition to the City's construction restrictions, the following mitigation measures would ensure construction noise results in a less-than-significant impact:

#### Mitigation Measures:

- 12.1. All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
- 12.2. All mobile and fixed noise-producing equipment used on the proposed project that is regulated for noise output by a local, state, or federal agency shall comply with such regulation while in the course of project activity.
- 12.3. Electrically powered equipment shall be used instead of pneumatic or internal combustion-powered equipment, where feasible.

- 12.4. Mobile noise-generating equipment and machinery shall be shut off when not in use.
- 12.5. Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practical from noise-sensitive receptors.
- 12.6. Construction site and access road speed limits shall be established and enforced during the construction period.
- 12.7. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
- 12.8. No project-related public address or music system shall be audible at any adjacent receptor.
- 12.9. The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the project proponent shall be established prior to construction commencement that shall allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

#### Operational Noise

The proposed project would generate some operational noise through stationary noise sources such as HVAC units. However, the project would be required to comply with Chapter 10.26 of the NBMC, which addresses Community Noise Control, and these units would be properly enclosed or shielded to minimize noise impacts. Furthermore, commercial uses surround the project site and these uses are not considered sensitive noise receptors. Therefore, any slight increase in operational noise associated with the HVAC units would not represent a significant impact.

#### Traffic Noise

Figure N2 of the City of Newport Beach General Plan shows that the project site is located within the Existing 60-65 dBA CNEL Roadway Noise Contours and within the 60-65 dBA CNEL Roadway Noise Contours projected for 2025. The Noise Element establishes that commercial land uses located with 60-65 dBA CNEL are "Clearly Compatible" based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

The proposed project would generate vehicle trips on the surrounding roadways. Based on generation rates for specific land use types, the project is proposed to generate 942 more daily vehicle trips, 67 more of which would occur during the morning peak hour and 55 more of which would occur during the evening peak hour.

Peak hour traffic volumes are considered to have the highest noise levels due to the largest traffic volume. The PM peak hour trips were used for the analysis of the surrounding roadways because traffic volume is highest during these hours. Therefore, to be consistent, the PM peak hour trips generated by the proposed project were also used in the analysis. The proposed project is anticipated to add approximately 55 PM peak hour trips to the surrounding roadway network. Noise is not additive in a linear sense; doubling the noise energy of a source (for example, doubling the traffic volume on a roadway) does not result in a perceived doubling of the noise level, nor does it result in a doubling of the noise level as expressed in decibels. All other factors being held constant, a doubling of the power from a noise source results in an increase of 3 dBA in the noise level.

The City of Newport Beach General Plan Policy N 1.8 states that an increase of 2 dBA would be considered significant in an area with where existing land uses are exposed to noise levels between 60 and 65 dBA CNEL. In the case of this proposed project, the addition of approximately 55 additional vehicle trips to the surrounding roadways would result in a very small increase in the traffic noise. Such a change in the noise level would be imperceptible. The proposed project's traffic would not significantly increase noise from the existing roadway network. Therefore, noise impacts would be less than significant.

**b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?**

**Less-Than Significant Impact.** Construction activities associated with grading and excavation may result in minor levels of ground vibration. Construction of the proposed project would not involve special construction methods such as pile driving or blasting. Vibration from conventional construction activity is typically below a level of human perception and well under levels that would cause damage to existing buildings when the activity is more than approximately 50 feet from the receiver. For this proposed project, construction activities would take place at distances greater than 50 feet from sensitive receptors. Based on data from the Federal Transit Administration (FTA), small bulldozers (which are representative of the size of construction equipment that would be on site) produce vibration levels of 0.003 inch per second (IPS) peak particle velocity (PPV) at a distance of 25 feet. This level is well below widely accepted levels of perception thresholds (for example, California Department of Transportation [Caltrans] has identified a PPV of between 0.0059 and 0.019 IPS PPV as the threshold of human perception.) The FTA maintains a 0.12 IPS PPV threshold for potential damage to "extremely fragile historic buildings" (U.S. Department of Transportation 2006). Additionally, vibration from these activities would be short-term and would end when construction is completed. Therefore, this impact is considered less than significant.

**c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less-Than Significant Impact.** The proposed project would generate some operational noise through stationary equipment such as HVAC units. However, the project would be required to comply with Chapter 10.26 of the NBMC, which addresses Community Noise Control, and these units would be properly enclosed or shielded to minimize noise impacts. Furthermore, office and commercial uses surround the project site and these uses are not considered sensitive noise receptors, therefore, any slight increase in operational noise associated with the project would not represent a significant impact. Noise associated with the operation of the proposed project would be generated primarily by traffic. The proposed project would increase traffic volumes marginally by adding 55 trips during the PM peak hour. As discussed above, the increase in noise from the proposed project would not be perceptible. Therefore, noise from traffic associated with the proposed project would be less than significant.

**d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less-Than Significant Impact.** Construction of the proposed project would result in a temporary increase in noise levels. These levels could be perceptible but would not dominate the noise environment. The City exempts noise from construction provided that it occurs only between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday, and 8:00 a.m. and 6:00 p.m. on Saturdays and at no time on federal holidays or Sundays. Therefore, impacts from construction would be less than significant.

**e) For a project located within an airport land use land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**Less-Than Significant Impact.** The project site is located approximately 0.38-mile from John Wayne Airport. Figure N2 of the City of Newport Beach General Plan shows the existing 65 dBA CNEL noise contour for John Wayne Airport. Figure N2 shows that the project site is located approximately 970 feet outside the 65 dBA CNEL noise contour for John Wayne Airport. The Noise Element establishes that commercial land uses located with 60-65 dBA CNEL are "Clearly Compatible" based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. Therefore, noise impacts related to air traffic would be less than significant.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The project site is not located in the vicinity of an airstrip, private or public. No impacts would occur (Alford, per. comm..).

### **XIII. POPULATION AND HOUSING.**

**a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less-Than Significant Impact.** The proposed project would not induce substantial population growth in the area, either directly or indirectly. The project does not propose the development of any residences. The project involves the development of approximately 13,525 square feet of restaurant and retail uses which will replace the existing 7,996 square-foot restaurant. The proposed project will provide new employment opportunities; however, the size and scope of the development would not be of a regional scale that would directly induce substantial population growth within the City of Newport Beach. Therefore, no significant impacts to population growth are anticipated and no mitigation measures are necessary.

**b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** No housing is currently on-site. Therefore, the project would not displace any existing housing and no impacts would occur.

**c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** No housing is currently located on-site. Therefore, the project would not displace any people and would not necessitate construction of replacement housing elsewhere.

### **XIV. PUBLIC SERVICES**

**a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- Fire protection?
- Police protection?
- Schools?
- Other public facilities?

**Less-Than Significant Impact.** The proposed project is replacing a 7,996 square-foot vacant restaurant with a new 13,525 square-foot development consisting of new multi-tenant commercial retail and food uses (5,000 square feet for a food use and 8,525 square feet for general commercial). The public services that could be required by the project upon construction include emergency medical and/or fire protection or police calls. The proposed development is designated for a retail and food service use and is not anticipated to significantly impact the current levels of service provided by the fire and police departments. Because many other public services (i.e., schools, libraries and senior centers) cater to the population and no increase in the surrounding population is anticipated due to the proposed project, the impacts will be less than significant.

## **XV. RECREATION**

**a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** The proposed project would not affect neighborhood or regional parks or other recreational facilities. An increase in the use of parks is generally associated with an increase of housing or population in an area. As discussed in Section XIII (a), Population and Housing, the proposed project is not expected to substantially induce population growth. The short-term construction jobs and retail and office-related jobs generated by the project are expected to be fulfilled by the local population and it is unlikely that a substantial number of employees would need to be relocated from outside the region. Furthermore, according to Figure R1 of the City of Newport Beach General Plan, there are no existing recreational facilities in the project vicinity (City of Newport Beach 2006a). Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur. No impacts would occur.

**b) Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**No Impact.** As discussed in Section XIII (a), Population and Housing, the proposed project is not expected to substantially induce population growth. The proposed project would not include recreational facilities or require the construction of or expansion of recreation facilities that might have an adverse physical effect on the environment. No impacts would occur.

## **XVI. TRANSPORTATION/TRAFFIC**

**a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system,**

**taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Less-Than Significant Impact.** A traffic impact analysis was prepared by Kunzman Associates, Inc., (dated May 31, 2011) to evaluate the potential traffic impacts resulting from implementation of the project. The traffic impact analysis is presented in full in Appendix E (this appendix is on file and available for review at the Planning Division at City Hall), and summarized below.

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are derived from the Institute of Transportation Engineers, *Trip Generation*, 8<sup>th</sup> Edition (2008). Pursuant to the City's Traffic Phasing Ordinance (TPO), trips that would be generated by the existing 7,996 square-foot restaurant building are credited against the total trips that would be generated by the proposed project. As shown in Table 16-1, the resulting net trips of 942 average daily vehicle trips would be utilized only for the TPO traffic analysis (forecast year 2013 with project conditions). However, in order to analyze a conservative scenario in terms of trip generation and assignment of traffic, the CEQA analysis does not provide trip credit for the existing 7,996 square-foot restaurant building. Without the credit, the project (up to 13,525 sq. ft. of commercial retail and food uses) is forecast to generate 70 morning peak-hour trips, 89 evening peak-hour trips, and 1,352 average daily vehicle trips (see Table 16-1).



**TABLE 16-1:  
PROJECT TRIP GENERATION**

Traffic Phasing Ordinance (TPO)									
Land Use	Quantity	Units <sup>1</sup>	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Existing Use									
Quality Restaurant	7.996	TSF	5	1	6	40	20	60	719
Pass-By (43%)			-2	-1	-3	-17	-9	-26	-309
Total			3	0	3	23	11	34	410
Proposed Uses									
Retail	4.325	TSF	NOM <sup>2</sup>	NOM	NOM	5	7	12	192
Fast Food Restaurant	1.000	TSF	26	18	44	13	13	26	716
High Turnover (Sit-Down) Restaurant	4.000	TSF	24	22	46	26	18	44	509
Bank	4.000	TSF	17	7	24	19	29	48	600
Subtotal	13.325	TSF	67	47	114	63	67	130	2,017
Pass-By <sup>3</sup>			-25	-19	-44	-21	-20	-41	-665
Total			42	28	70	42	47	89	1,352
Difference			39	28	67	19	36	55	942

California Environmental Quality Act (CEQA)									
Land Use	Quantity	Units <sup>1</sup>	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Proposed Uses</u>									
Retail	4.325	TSF	NOM <sup>2</sup>	NOM	NOM	5	7	12	192
Fast Food Restaurant	1.000	TSF	26	18	44	13	13	26	716
High Turnover (Sit-Down) Restaurant	4.000	TSF	24	22	46	26	18	44	509
Bank	4.000	TSF	17	7	24	19	29	48	600
Subtotal	13.325	TSF	67	47	114	63	67	130	2,017
Pass-By <sup>3</sup>			-25	-19	-44	-21	-20	-41	-665
Total			42	28	70	42	47	89	1,352

1 TSF= Thousand Square Feet

2 NOM= Nominal. It is anticipated the retail commercial uses would have hours of operation from 9:00 AM to 7:00 PM, daily.

3 The traffic volumes from the fast-food and high turn-over sit down restaurants have been reduced by 43% as a result of pass-by-trips obtained from the Institute of Transportation Engineers and the bank has been reduced by 23% as a result of pass-by trips obtained from the San Diego Association of Governments.

The intersection impacts analysis is based on the Intersection Capacity Utilization (ICU) methodology as utilized by the City of Newport Beach. To calculate an ICU value, the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The traffic impact analysis measures intersection performance by using levels of service (LOS), a qualitative measure describing the efficiency of traffic flow on a roadway or at an intersection. LOS range from A, indicating free flow with minimal delays, to F, indicating severely congested conditions. The City of Newport Beach target for peak hour intersection operation is LOS D or better.

To determine whether the addition of project-generated trips at a signalized study intersection results in a significant impact, the City of Newport Beach has established the following threshold of significance:

- A significant impact occurs when the addition of project-generated trips causes the level of service at a study intersection to deteriorate from an acceptable LOS (LOS D or better in most cases) to a deficient LOS (LOS E or F); or
- For intersections operating at LOS E or F under existing conditions, a significant impact occurs when the addition of project-generated trips increases the ICU value by one percent (0.01) or more.

#### Existing Conditions (Year 2011) and Existing + Project

Currently (2011), all study intersections operate at Level of Service (LOS) C or better during both morning and evening peak hours. The addition of project traffic would not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than LOS D during the morning/evening peak hours); therefore, no mitigation is required (see Table 16-2).

**TABLE 16-2:  
EXISTING AND EXISTING PLUS PROJECT CAPACITY UTILIZATION AND  
LOS**

Intersection	Traffic Control <sup>2</sup>	Peak Hour ICU-LOS <sup>1</sup>				ICU Increase	
		Existing (Year 2011)		Existing (Year 2011)			
				+ Project		Morning	Evening
		Morning	Evening	Morning	Evening		
MacArthur Boulevard (NS) at: Campus Drive (EW)	TS	0.435-A	0.635-B	0.437-A	0.635-B	+0.002	+0.000
Birch Street (EW)	TS	0.380-A	0.457-A	0.380-A	0.458-A	+0.000	+0.001
Von Karman Avenue (EW)	TS	0.552-A	0.558-A	0.558-A	0.564-A	+0.006	+0.006
Jamboree Road (EW)	TS	0.601-B	0.678-B	0.604-B	0.680-B	+0.003	+0.002
Campus Drive/Irvine Avenue (NS) at:							
Bristol Street North (EW)	TS	0.488-A	0.742-C	0.490-A	0.744-C	+0.002	+0.002
Bristol Street South (EW)	TS	0.634-B	0.465-A	0.635-B	0.466-A	+0.001	+0.001
Birch Street (NS) at:							
Bristol Street North (EW)	TS	0.532-A	0.527-A	0.533-A	0.527-A	+0.001	+0.000
Bristol Street South (EW)	TS	0.391-A	0.436-A	0.391-A	0.437-A	+0.000	+0.001
Von Karman Avenue (NS) at:							
Campus Drive (EW)	TS	0.462-A	0.563-A	0.463-A	0.564-A	+0.001	+0.001
Birch Street (EW)	TS	0.285-A	0.351-A	0.287-A	0.352-A	+0.002	+0.001
Bayview Place (NS) at:							
Bristol Street South (EW)	TS	0.417-A	0.540-A	0.417-A	0.540-A	+0.000	+0.000
Jamboree Road (NS) at:							
Campus Drive (EW)	TS	0.615-B	0.583-A	0.618-B	0.584-A	+0.003	+0.001
Birch Street (EW)	TS	0.514-A	0.421-A	0.516-A	0.423-A	+0.002	+0.002
Bristol Street North (EW)	TS	0.426-A	0.489-A	0.427-A	0.490-A	+0.001	+0.001
Bristol Street South (EW)	TS	0.611-B	0.661-B	0.612-B	0.662-B	+0.001	+0.001
1 ICU-LOS=Intersection Capacity Utilization – Level of Service							
2 TS=Traffic Signal							

Existing + Ambient Growth (Year 2013) + Approved Projects<sup>1</sup>, With and Without Project (Traffic Phasing Ordinance -- TPO Scenario)

One-percent of the projected peak hour volumes of each approach of each study area intersection were compared with the peak hour distributed volumes from the proposed project. If one-percent of the existing + growth (Year 2013) + approved projects traffic peak hour volumes of each approach is greater than the peak hour project generated approach volumes, no further analysis is required. If project generated peak hour approach volumes are higher than one-percent of the projected peak hour volumes on any approach of an intersection, the intersection would require analysis utilizing the Intersection Capacity Utilization methodology. Comparison of the one-percent of the existing + growth (Year 2013) + approved projects traffic peak hour approach volumes with the project generated peak hour approach volumes resulted in the following study area intersections exceeding the one-percent threshold and requiring additional analysis:

MacArthur Boulevard (NS):

Campus Drive (EW) – Morning Peak Hour  
Von Karman Avenue (EW) \_ Morning Peak Hour & Evening Peak Hour  
Jamboree Road (EW) – Morning Peak Hour & Evening Peak Hour

Jamboree Road (NS) at:

Campus Drive (EW) – Morning Peak Hour

In the future (2013), with the addition of ambient growth and approved projects to existing conditions, all intersections would continue to operate as in 2010 -- at LOS C or better during the morning and evening peak hours. The addition of project traffic would not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than LOS D during the morning/evening peak hours); therefore, no mitigation is required (see Table 16-3).

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<sup>1</sup> Approved Project- An approved project is one that has been approved, requires no further discretionary approval, and has received, or is entitled to receive, a building permit or grading permit for construction of the project or one or more phases of the project. See Table 5 of Appendix E (Traffic Impact Analysis) for Approved Projects List.

**TABLE 16-3:  
TPO INTESECTION CAPACITY UTILIZATION AND LOS**

Intersection	Traffic Control <sup>2</sup>	Peak Hour ICU-LOS <sup>1</sup>				ICU Increase	
		Existing + Growth (Year 2013) + Approved Projects		Existing + Growth (Year 2013) + Approved Projects + Project			
		Morning	Evening	Morning	Evening	Morning	Evening
MacArthur Boulevard (NS) at: Campus Drive (EW)	TS	0.45-A	0.65-B	0.45-A	0.65-B	+0.00	+0.00
Birch Street (EW)	TS	0.39-A	0.48-A	0.39-A	0.48-A	+0.00	+0.00
Von Karman Avenue (EW)	TS	0.56-A	0.57-A	0.57-A	0.57-A	+0.01	+0.00
Jamboree Road (EW)	TS	0.62-B	0.71-C	0.63-B	0.71-C	+0.01	+0.00
Campus Drive/Irvine Avenue (NS) at:							
Bristol Street North (EW)	TS	0.50-A	0.76-C	0.50-A	0.76-C	+0.00	+0.00
Bristol Street South (EW)	TS	0.64-B	0.47-A	0.64-B	0.47-A	+0.00	+0.00
Birch Street (NS) at:							
Bristol Street North (EW)	TS	0.53-A	0.54-A	0.54-A	0.54-A	+0.01	+0.00
Bristol Street South (EW)	TS	0.40-A	0.46-A	0.40-A	0.46-A	+0.00	+0.00
Von Karman Avenue (NS) at:							
Campus Drive (EW)	TS	0.47-A	0.57-A	0.47-A	0.57-A	+0.00	+0.00
Birch Street (EW)	TS	0.29-A	0.35-A	0.29-A	0.35-A	+0.00	+0.00
Bayview Place (NS) at:							
Bristol Street South (EW)	TS	0.43-A	0.55-A	0.43-A	0.55-A	+0.00	+0.00
Jamboree Road (NS) at:							
Campus Drive (EW)	TS	0.64-B	0.61-B	0.64-B	0.61-B	+0.00	+0.00
Birch Street (EW)	TS	0.54-A	0.44-A	0.54-A	0.44-A	+0.00	+0.00
Bristol Street North (EW)	TS	0.46-A	0.52-A	0.46-A	0.52-A	+0.00	+0.00
Bristol Street South (EW)	TS	0.65-B	0.70-C	0.65-B	0.70-C	+0.00	+0.00
1 ICU-LOS=Intersection Capacity Utilization – Level of Service							
2 TS=Traffic Signal							

Existing + Ambient Growth (Year 2013) + Approved Projects + Cumulative Projects<sup>2</sup>, With and Without Project (CEQA Analysis Scenario)

In 2013, with approved projects, ambient growth and cumulative projects added to existing conditions, all intersections would continue to operate at LOS C or

<sup>2</sup> Cumulative Projects- Cumulative projects are known, but not yet approved developments that are reasonably expected to be completed or nearly completed at the same time as the proposed project. See Appendix J for Cumulative Projects List.

better during the morning and evening peak hours. The addition of project traffic would not result in a significant impact at the study area intersections (increase of one-percent or more at a study area intersection operating at worse than LOS D during the morning/evening peak hours); therefore, no mitigation is required. Table 16-4 shows with and without capacity utilization and LOS for the Cumulative Analysis scenario.

**TABLE 16-4:  
CEQA INTERSECTION CAPACITY UTILIZATION AND LOS**

Intersection	Traffic Control <sup>2</sup>	Peak Hour ICU-LOS <sup>1</sup>				ICU Increase	
		Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects		Existing + Growth (Year 2013) + Approved Projects + Cumulative Projects + Project			
		Morning	Evening	Morning	Evening	Morning	Evening
MacArthur Boulevard (NS) at: Campus Drive (EW)	TS	0.470-A	0.659-B	0.471-A	0.659-B	+0.001	+0.000
Birch Street (EW)	TS	0.413-A	0.495-A	0.413-A	0.496-A	+0.000	+0.001
Von Karman Avenue (EW)	TS	0.569-A	0.601-B	0.575-A	0.606-B	+0.006	+0.005
Jamboree Road (EW)	TS	0.682-B	0.763-C	0.686-B	0.765-C	+0.004	+0.002
Campus Drive/Irvine Avenue (NS) at:							
Bristol Street North (EW)	TS	0.515-A	0.773-C	0.516-A	0.774-C	+0.001	+0.001
Bristol Street South (EW)	TS	0.647-B	0.486-A	0.648-B	0.487-A	+0.001	+0.001
Birch Street (NS) at:							
Bristol Street North (EW)	TS	0.555-A	0.549-A	0.556-A	0.549-A	+0.001	+0.000
Bristol Street South (EW)	TS	0.401-A	0.467-A	0.401-A	0.467-A	+0.000	+0.000
Von Karman Avenue (NS) at:							
Campus Drive (EW)	TS	0.482-A	0.578-A	0.483-A	0.580-A	+0.001	+0.002
Birch Street (EW)	TS	0.295-A	0.354-A	0.296-A	0.354-A	+0.001	+0.000
Bayview Place (NS) at:							
Bristol Street South (EW)	TS	0.430-A	0.568-A	0.430-A	0.568-A	+0.000	+0.000
Jamboree Road (NS) at:							
Campus Drive (EW)	TS	0.665-B	0.638-B	0.667-B	0.639-B	+0.002	+0.001
Birch Street (EW)	TS	0.557-A	0.480-A	0.558-A	0.481-A	+0.001	+0.001
Bristol Street North (EW)	TS	0.484-A	0.539-A	0.485-A	0.540-A	+0.001	+0.001
Bristol Street South (EW)	TS	0.663-B	0.735-C	0.664-B	0.736-C	+0.001	+0.001
1 ICU-LOS=Intersection Capacity Utilization – Level of Service							
2 TS=Traffic Signal							

**b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less-Than Significant Impact.** The Congestion Management Plan (CMP) is the program by which agencies in Orange County have agreed to monitor and report on the status of regional roadways. In the County, the CMP uses ICU intersection analysis methodology to analyze its operations. According to the Orange County CMP, the addition of project generated trips results in a significant impact at the study intersections if traffic demand is increased by more than three percent of capacity ( $V/C > 0.03$ ), causing or worsening LOS F. Based upon the CMP significance threshold, the project-generated traffic did not result in a significant impact at the study area intersections. No significant impact would occur and no mitigation measures are necessary.

**d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The commercial nature of the project would not result in a population increase in the City of Newport Beach. Thus, the project is not expected to result in a substantial increase in air traffic levels.

The proposed project is located approximately 0.38 miles from John Wayne Airport (JWA) and is located within the Airport Environs Land Use Plan (AELUP) for JWA. The AELUP contains policies governing the land uses within the JWA area. Specifically, these policies establish development criteria that protect sensitive receptors from airport noise, persons from risk of operations, and height guidelines to ensure aircraft safety. The proposed project would be required to implement the guidelines contained in the AELUP. The airspace over the project site could be used by commercial aircraft and helicopters; however, both would be at sufficient altitude so as not to be affected by the proposed project. In addition, the proposed project site is outside the noise contours and safety zones for JWA. Therefore, there would be no impacts from implementation of the proposed project and no mitigation measures are necessary.

**d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less-Than Significant Impact.** Although no significant impacts or hazards were identified in the traffic study as a result of project implementation, several improvements were recommended to avoid conflicts related to on-site circulation and site access. To assure smooth traffic operations for vehicles entering and exiting the site, the northbound left turn pocket on MacArthur Boulevard is recommended to accommodate a minimum pocket length of 120 feet. Vehicular signage is recommended to be installed to ensure U-turns and eastbound left

turns are prohibited at the MacArthur Boulevard/Project Driveway. Also, a STOP sign is recommended to be installed to control outbound traffic on all site access roadways. To maintain sight distance, the landscape plantings and signs should be limited to 36 inches in height within 25 feet of project driveways to assure good visibility. In order to ensure no circulation hazards occur, sight distance will be established at the time final grading, landscaping, and street improvement plans are submitted. Sight distance will comply with the City of Newport Beach standards. As a result, no significant impacts are anticipated and no mitigation measures are required.

**e) Result in inadequate emergency access?**

**Less-Than Significant Impact.** California Fire Code, Section 503 requires approved fire access roads within 150 feet of the exterior walls of the first story of each building. Such roads must be at least 20 feet wide, have a minimum of 13.5 feet of vertical clearance, and must provide all-weather driving capabilities for firefighting vehicles. The project site plans have been designed in coordination with the NBFD to ensure that the project would provide adequate access for firefighting and emergency vehicles and to meet the requirements of CFC Section 503. Therefore, impacts would be less than significant and no mitigation measures are necessary.

**f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities?**

**Less-Than Significant Impact.** The proposed project would not conflict with adopted policies supporting alternative transportation. The project is located within walking distance of several high and moderate intensity commercial office buildings, and the proposed restaurant uses would provide a convenient location for dining. Public transportation is readily available in and around the project area. Also, the proposed project would not impact the existing Class I Bikeway located on the northbound side of MacArthur Boulevard. Therefore, no significant impacts are anticipated and no mitigation measures are required.



## XVII. UTILITIES & SERVICE SYSTEMS

### a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

**Less-than-Significant Impact.** The City of Newport Beach is the wastewater service provider for the project site. Wastewater from the City's sewer system is treated by the Orange County Sanitation District (OCSD). Wastewater treatment at the OCSD facility is required to meet applicable Santa Ana Regional Water Quality Control Board standards. The project would not exceed wastewater treatment requirements and impacts would be less than significant. No mitigation measures are necessary.

### b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**Less-than-Significant Impact.** Wastewater from the City's sewer system is treated by the Orange County Sanitation District (OCSD). The two sewage water treatment plants operated by the OCSD include Treatment Plant No. 2 in Huntington Beach and the Reclamation Plant No. 1 in Fountain Valley. The proposed project is located north of State Route 73; therefore, wastewater would be treated by Plant No. 1. The OCSD Reclamation Plant No.1 currently maintains a design capacity of 174 million gallons per day and treats an average of 90 million gallons per day. Therefore, it operates at 52 percent of its capacity (City of Newport Beach 2006b).

The existing use generates 2,581,909 gallons of wastewater per year as shown in Table 17-1 below. This accumulates to about 7,074 gallons per day. The proposed project would generate the following amounts of wastewater as shown in Table 17-2 below.

<b>Table 17-1 Existing Project's Wastewater Generation</b>						
		<b>Wastewater Generation Rate (gal/year/sf)</b>		<b>Wastewater Generated (gal/year)</b>		
<b>Land Use</b>	<b>Square Feet</b>	<b>Indoor</b>	<b>Outdoor</b>	<b>Indoor</b>	<b>Outdoor</b>	<b>Total (gal/year)</b>
Restaurant	7,996	303.53	19.37	2,427,026	154,883	2,581,909
<b>Total</b>						<b>2,581,909</b>

Notes: Calculated from wastewater generation rates used in CalEEMOD

<b>Table 17-2</b> <b>Proposed Project's Estimated Wastewater Generation</b>						
		<b>Wastewater Generation Rate (gal/year/sf)</b>		<b>Wastewater Generated (gal/year)</b>		
<b>Land Use</b>	<b>Square Feet</b>	<b>Indoor</b>	<b>Outdoor</b>	<b>Indoor</b>	<b>Outdoor</b>	<b>Total (gal/year)</b>
Restaurant	5,000	303.53	19.37	1,517,650	96,850	1,614,500
Commercial-Retail	8,525	74.07	45.40	631,446	387,035	1,018,481
<b>Total</b>						<b>2,632,981</b>

Notes: Calculated from wastewater generation rates used in CalEEMOD

As shown in Table 17-2, the project would generate 2,632,981 gallons of wastewater per year or about 7,213 per day. This is 140 gallons per day more than the existing use which is about .004 percent of the design capacity of Plant No. 1. There is adequate treatment capacity in the region for the amount of wastewater the project would generate. Project development would not require building new or expanding existing wastewater treatment facility and impacts would be less than significant.

**c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less-than-Significant Impact.** The project site consists mostly of impervious surfaces. The proposed project would not substantially alter the existing drainage pattern of the site and would not increase the pervious area as described in Section IX, Hydrology and Water Quality. Currently, a small portion of the site drains to Dolphin Striker Way. Approximately two-thirds of the remainder of the site drains to a grate inlet located north of the existing building and then southeasterly to a catch basin located on the westerly side of MacArthur Boulevard. The proposed project would continue to be directed to the existing storm drain connecting to the catch basin. However, a portion of the drainage from Parcel 3 and a small portion of Parcel 1 will be diverted into MacArthur Boulevard 180 feet north of the existing catch basin then drain southerly into subject catch basin. During construction, runoff from the project site would be managed by BMPs and as directed in the City's stormwater protection requirements. BMPs would be incorporated into the proposed project as part of a SWPPP to prevent discharges of polluted stormwater from construction sites from entering the storm drains. Therefore, the proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant.

**d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less-than-Significant Impact.** Water services for the project site are provided by the City of Newport Beach. Domestic water for the project site is supplied by both groundwater and imported surface water. Currently, a majority of water supplied to the City, including the project site, is supplied by groundwater from the Lower Santa Ana Basin (Basin). Specifically, approximately 75 percent of the water supplied by the City's service area, including the project site, is supplied by groundwater from the Basin, and the remaining 25 percent of water is imported and purchased from the Municipal Water District (MWD). According to the City of Newport Beach, there are sufficient existing water supplies in the City to meet the project's estimated water demand, and project development would not require new or expanded water supplies (Parks 2011)<sup>3</sup>. Impacts would be less than significant and no mitigation measures are necessary.

**e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less-Than Significant Impact.** See Response XVII(b).

**f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less-Than Significant Impact.** The City of Newport Beach is under contract with Waste Management of Orange County for solid waste hauling and disposal. The Frank R. Bowerman Sanitary Landfill, located at 11002 Bee Canyon Access Road in Irvine, is the closest facility for solid waste disposal. The Frank R. Bowerman Sanitary Landfill, which is owned and operated by the Orange County Integrated Waste Management Department (IWMD), opened in 1990 and is scheduled to operate until approximately 2053. The current average disposal rate at the landfill is roughly 4,660 tons per day, and the maximum permitted disposal rate is 11,500 tons per day. The landfill's remaining capacity is approximately 118.5 million tons of solid waste (Hull 2011)<sup>4</sup>. Table 17-3 shows the estimated solid waste generation by the proposed project, using solid waste generation rates from CALRecycle.

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<sup>3</sup> Parks, Casey (Utilities Supervisor). 2011, July 12. Personal communication with City of Newport Beach Utilities Department.

<sup>4</sup> Hull, Ray (Administrative Manager). 2011, July 12. Personal communication with OC Waste & Recycling.

Table 17-3 Estimated Project Solid Waste Generation			
Land Use	Square Feet	Solid Waste Generation, pounds/day	
		Generation Rate (lbs/sf)*	Total (lbs/day)
Restaurant	5,000	.064	320
Commercial-Retail	8,525	.042	358
Total			678 lbs/day (.339 tons/day)

Notes: \*Calculated from solid waste generation rates used in CalEEMOD and obtained from CalRecycle:

Quality Restaurant: 11.65 tons/1,000 square feet/year

Specialty Retail: 7.6 tons/1,000 square feet/year

1 ton/1,000 square feet = .00548 pounds/square foot/day

As shown in Table 17-3, development of the proposed project would result in .339 tons per day of solid waste to be disposed of at the Frank R. Bowerman Sanitary Landfill, representing approximately .003 percent of the amount of solid waste the landfill is allowed to accept daily. With the remaining capacity of 118.5 million tons, as well as a 42-year lifespan at the Frank R. Bowerman Sanitary Landfill, the increase in solid waste generated by the proposed development would not exceed the capacity of the landfill. No deficiencies currently exist at the Frank R. Bowerman Sanitary Landfill, as there is adequate daily surplus capacity to accept the additional solid waste generated from the proposed project. Therefore, as the Frank R. Bowerman Sanitary Landfill would have sufficient capacity to service the proposed project, impacts associated with solid waste disposal would be less than significant and no mitigation measures are necessary.

**g) Comply with federal, state, and local statutes and regulation related to solid waste?**

**No Impact.** The proposed project would comply with all regulations related to solid waste, such as the California Integrated Waste Management Act and City recycling programs; therefore, no impacts would occur.

## **SOURCE LIST**

The following enumerated documents are available at the offices of the City of Newport Beach, Planning Division, 3300 Newport Boulevard, Newport Beach, California 92660.

1. Final Program EIR – City of Newport Beach General Plan 2006
2. California Agricultural Land Evaluation and Site Assessment Model (1997)
3. California Department of Conservation (2009)
4. California Department of Conservation, Farmland Mapping and Monitoring Program
5. California Department of Forestry and Fire Protection, Forest and Range Assessment Project, Forest Legacy Assessment project
6. City of Newport Beach General Plan, City of Newport Beach, adopted July 25, 2006.
7. County of Orange (2005), General Plan Natural Resources Element
8. PC-11 Newport Place Planned Community.
9. Title 20, 2010 Zoning Code of the Newport Beach Municipal Code.
10. City Excavation and Grading Code, Newport Beach Municipal Code.
11. Chapters 10.26 & 10.28, Community Noise Ordinance of the Newport Beach Municipal Code.
12. South Coast Air Quality Management District, Air Quality Management Plan 1997.
13. South Coast Air Quality Management District, Air Quality Management Plan EIR, 1997.
14. Airport Environs Land Use Plan (AELUP) for John Wayne Airport
15. California Air Resources Board. 2008. Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Thresholds for Greenhouse Gases Under the California Environmental Quality Act. October 24, 2008.
16. Santa Ana River Basin Plan and Orange County Drainage Area Management Plan.

17. U.S. Department of Transportation. 2006. Transit Noise and Vibration Impact Assessment. Prepared for the Federal Transit Authority.
18. California Department of Transportation. 2009. Officially Designated State Scenic Highways and Historic Parkways.

The following appendices contained documents that have been prepared specially for this project, and are incorporated by reference within this initial study. These documents are available at the Planning Division, City of Newport Beach.

- A. Environmental Information Form, Ridgeway Development, November 1, 2010.
- B. Geotechnical Engineering Investigation, Stata-Tech, Inc., January 18, 2011.
- C. Phase 1 Environmental Assessment, CENTEC Engineering, April 24, 2003.
- D. Construction Phasing, Ridgeway Development, April 5, 2011.
- E. Traffic Impact Analysis (Revised), Kunzman Associates, Inc. May 31, 2011
- F. Parking Management Plan, Kunzman Associates, Inc. June 16, 2011.
- G. The South Coast AQMD Air District, CalEEMod Emissions Data (Summer, Winter & Annual Emissions) June 15, 2011.
- H. SCAQMD Air Quality Significance Thresholds, Revised March, 2011.
- I. Land Use Consistency Analysis
- J. Cumulative Projects List
- K. Approved Projects List

#### **Personal Communications**

1. Alford, Patrick. Planning Manager. City of Newport Beach. Newport Beach, CA. July 7, 2011.

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POLICY	CONSISTENCY ANALYSIS
General Plan -Land Use Element	
<p><b>Policy LU 1.4 Growth Management</b> Implement a conservative growth strategy that enhances the quality of life of resident and balances the needs of all constituencies with the preservation of open space and natural resources.</p>	<p>The proposed project is <b>consistent</b> with this policy. The proposed project does not increase the development entitlement of the statistical area but only converts and moves portions (converts hotel rooms to commercial floor are) from one anomaly area to another within the same Statistical Area.</p>
<p><b>Policy LU 1.5 Economic Health</b> Encourage a local economy that provides adequate commercial, office, industrial, and marine-oriented opportunities that provide employment and revenue to support high-quality community services.</p>	<p>The proposed project is <b>consistent</b> with this policy. The proposed project would allow for the construction and operation of two, free-standing, single-story commercial buildings. Each has a maximum building height of 29 feet. As discussed in Section XIII, Population and Housing, of the Initial Study Environmental Checklist, it would provide additional temporary construction worker jobs, as well as projected retail, and service jobs (27 jobs projected). Therefore, the proposed project would support the provision of adequate retail and service opportunities that would provide construction and operation employment and stimulate the local economy.</p>
<p><b>Policy LU 2.2 Sustainable and Complete Community</b> Emphasize the development of uses that enable Newport Beach to continue as a self-sustaining community and minimize the need for residents to travel outside of the community for retail, goods and services, and employment.</p>	<p>The proposed project is <b>consistent</b> with this policy. The proposed project would allow for the construction and operation of two commercial buildings that would provide short-term and long-term employment opportunities for area residents. The construction and operation jobs provided by the proposed project could potentially be fulfilled by the local workforce residing in the City of Newport Beach. Therefore, the proposed project would enable Newport Beach to continue as a self-sustaining community and minimize the need for residents to travel outside of the community for employment in the retail and service fields.</p>
<p><b>Policy LU 3.1 Neighborhoods, Districts, Corridors, and Open Spaces</b> Maintain Newport Beach's pattern of residential neighborhoods, business and employment districts, commercial centers, corridors, and</p>	<p>The proposed project is <b>consistent</b> with this policy. The proposed project would amend the General Plan and Newport Place Planned Community text to increase the allowable development square footage of the subject property. However, it will not increase the</p>



POLICY	CONSISTENCY ANALYSIS
harbor and ocean districts.	development of the Statistical Area. The proposed project would be for the construction and operation of two, free-standing, single-story commercial buildings within the existing developed Newport Place Planned Community, which encompasses a large portion of the City's business and employment district. Furthermore, it would blend in with the existing architectural characteristics. Therefore, it would maintain Newport Beach's pattern of business and employment districts in that area.
<p><b>Policy LU 3.2 Growth and Change</b></p> <p>Enhance existing neighborhoods, districts, and corridors, allowing for re-use and infill with uses that are complementary in type, form, scale, and character. Changes in use and/or density/intensity should be considered only in those areas that are economically underperforming, are necessary to accommodate Newport Beach's share of projected regional population growth, improve the relationship and reduce commuting distance between home and jobs, or enhance the values that distinguish Newport Beach as a special place to live for its residents. The scale of growth and new development shall be coordinated with the provision of adequate infrastructure and public services, including standards for acceptable traffic level of service.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would amend the General Plan and Newport Place Planned Community text to increase the allowable development square footage, and would allow for the new development of two, free-standing, single-story commercial buildings on a site that is currently occupied by a 7,996 square-foot vacant restaurant and related surface parking. The proposed amendments will not change the density/intensity in the Newport Place Planned Community, but would be largely consistent with surrounding land use designations and existing zoning, and would be consistent with the density of the proposed land use designations and the surrounding business district. As discussed in Section XIV, Public Services, and Section XVII, Utilities and Service Systems, of the Initial Study Environmental Checklist, the proposed project would have adequate infrastructure and public services and would not exceed existing service levels for public services or utilities. Furthermore, as discussed in Section XVI, Transportation and Traffic, of the Initial Study Environmental Checklist, the slight increase in trips that would result during the construction and operation of the proposed project would not result in a significant deterioration of surrounding intersections or the roadway network. Therefore, the proposed project would result in complementary type, form, and scale of the existing neighborhood, and would be adequately served by the existing infrastructure and public services.</p>
<p><b>Policy LU 3.8 Project Entitlement Review with Airport Land Use Commission</b></p> <p>Refer the adoption or amendment of the General Plan, Zoning Code, specific plans, and Planned Community development plans for land within the John Wayne Airport planning area, as established in the JWA Airport Environs Land Use Plan (AELUP), to the Airport Land Use</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>As discussed in Section VIII (e) and (f), Hazards and Hazardous Materials, in the Initial Study Environmental Checklist the proposed project site is located within the Airport Environs Land Use Plan</p>

POLICY	CONSISTENCY ANALYSIS
<p>Commission (ALUC) for Orange County for review, as required by Section 21676 of the California Public Utilities Code. In addition, refer all development projects that include buildings with a height greater than 200 feet above ground level to the ALUC for review.</p>	<p>(AELUP) jurisdiction of John Wayne Airport. Furthermore, the proposed project is within the height restriction zone for the John Wayne Airport and the notification area of the Federal Aviation Regulation (FAR) Part 77 Imaginary Surfaces aeronautical obstruction area. The proposed project includes construction of a two, freestanding single-story buildings with a maximum height of 29 feet, on a site that is approximately 50 feet above mean sea level (AES Due Diligence 2004). The proposed project does not require notification to the FAA in accordance with Section 77.13 of the FAR because the proposed project would not be more than 200 feet above ground level and not more than 206 feet above mean sea level; the project would not create any imaginary surfaces with any of the specific slope characteristics identified within Section 77.13; the proposed project is not a highway; and the proposed project is not a modification to an existing airport.</p> <p>As discussed in Section VIII, Hazards and Hazardous Materials, the proposed project is exempt from filing the Form 7460-1 notice, however, a referral by the City to the Airport Land Use Commission for Consistency Review is required because of the location of the project site within the AELUP Planning Area and because of the nature of the required City approvals (i.e., General Plan Amendment) under PUC Section 21676(b).</p> <p>The proposed project would comply and be compatible with the land use standards established in the City's Municipal Code and the Airport Land Use Commission's John Wayne AELUP. The City's Emergency Management Plan also establishes safety procedures with respect to aviation hazards to promote the safety of persons on the ground while reducing risks of serious harm to aircraft crews and passengers that may need to make emergency landings in the immediate airport vicinity.</p>
<p><b>Policy LU 4.1 Land Use Diagram</b> Accommodate land use development consistent with the Land Use Plan. Figure LU1 depicts the general distribution of uses throughout the City and Figure LU2 through Figure LU15 depicts specific use categories for each parcel within defined Statistical Areas. Table LU1</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The project site is located in the Airport Area (Statistical Area L4) in the northern portion of the City of Newport Beach. The project site is</p>

POLICY	CONSISTENCY ANALYSIS
<p>(Land Use Plan Categories) specifies the primary land use categories, types of uses, and, for certain categories, the densities/intensities to be permitted. The permitted densities/intensities or amount of development for land use categories for which this is not included in Table LU1, are specified on the Land Use Plan, Figure LU4 through Figure LU15. These are intended to convey maximum and, in some cases, minimums that may be permitted on any parcel within the designation or as otherwise specified by Table LU2 (Anomaly Locations). The density/intensity ranges are calculated based on actual land area, actual number of dwelling units in fully developed residential areas, and development potential in areas where the General Plan allows additional development. To determine the permissible development, the user should:</p> <ol style="list-style-type: none"> <li>Identify the parcel and the applicable land use designation on the Land Use Plan, Figure LU4 through Figure LU15</li> <li>Refer to Figure LU4 through Figure LU15 and Table LU1 to identify the permitted uses and permitted density or intensity or amount of development for the land use classification. Where densities/intensities are applicable, the maximum amount of development shall be determined by multiplying the area of the parcel by the density/intensity.</li> <li>For anomalies identified on the Land Use Map by a symbol, refer to Table LU2 to determine the precise development limits.</li> <li>For residential development in the Airport Area., refer to the policies prescribed by the Land Use Element that define how development may occur.</li> </ol>	<p>designated as Mixed Use Horizontal-2 (MU-H2) per the General Plan Land Use Element. The development limit for the project site is identified in Table LU2 of the General Plan Land Use Element as Anomaly Number 12. The development limit for Anomaly Number 12 is 457,880 gross square feet, as identified in Table LU2. The project site is currently zoned PC Newport Place Planned Community. The project site is located within a development site identified as Restaurant Site 1 in the Newport Place Planned Community. The allowable Building Area for Restaurant Site 1 is 15,000 square feet as defined by the Newport Place Planned Community Text.</p> <p>The proposed project involves a General Plan Amendment and a Newport Place Planned Community text amendment to increase the allowable development square footage on the project site. The General Plan Amendment would increase the development limit in General Plan Anomaly Location 12 by 5,529 gross square feet, and the Newport Place Planned Community text amendment would establish the allowable building area of General Commercial Site 8 at 13,525 gross square feet. The General Plan Amendment and the Newport Place Planned Community text amendment would accommodate the land use development of the proposed commercial shopping center that is consistent with the land use designation and zoning.</p>
<p><b>LU 5.3.6 Parking Adequacy and Location</b></p> <p>"Require that adequate parking be provided and is conveniently located to serve tenants and customers. Set open parking lots back from public streets and pedestrian ways and screen with buildings, architectural walls, or dense landscaping. (Imp 2.1)"</p>	<p>The proposed project is consistent with this policy.</p> <p>The total parking requirement for the proposed development would be 104 spaces (70 spaces for food uses and 34 for general commercial uses). The project provides a total of 89 spaces (57 on-site and 32 off-site), resulting in a parking deficit of 15 spaces. A use permit is requested for the use of 16-space off-site parking spaces to satisfy a portion of the requirement (a total of 32 spaces) and a request for reduction of the required off-street parking in accordance with Sections 20.40.100 and 20.40.110 of the Municipal Code, for all three parcels that share reciprocal rights for parking, ingress and egress.</p>

POLICY	CONSISTENCY ANALYSIS
<p>A waiver of a portion of the overall required parking (three spaces) based on a parking study that takes into consideration the shared reciprocal/common use parking of the neighboring Restaurant Site (Parcels 2 and 3) and the hours of operation of Parcel 1 uses, including restaurants. A parking management plan per Section 20.40.110.C. of the municipal code is also proposed as a part of the project.</p>	<p>The proposed project is consistent with this policy.</p> <p>The proposed project would be located within an existing "commercial environment" in the Newport Place Planned Community and will convert a portion of the Restaurant Site 1 to General Commercial Site 8. The site will provide the code required landscaping in and around the buildings and parking lot. Furthermore, the 30-foot street side setback will be landscaped. The proposed project would use the new site access off of MacArthur Boulevard, which would be appropriately signed with the proposed project addresses. Therefore, the proposed commercial complex would complement the restaurant site environment.</p>
<p><b>Policy LU 5.4.1 Site Planning</b></p> <p>Require that new and renovated office and retail development projects be planned to exhibit a high-quality and cohesive "campus environment," characterized by the following:</p> <ul style="list-style-type: none"> <li>■ Location of buildings around common plazas, courtyards, walkways, and open spaces</li> <li>■ Incorporation of extensive on-site landscaping that emphasizes special features such as entryways</li> <li>■ Use of landscape and open spaces to break the visual continuity of surface parking lots</li> <li>■ Common signage program for tenant identification and way finding</li> <li>■ Common streetscapes and lighting to promote pedestrian activity</li> <li>■ Readily observable site access, entrance drives and building entries and minimized conflict between service vehicles, private automobiles, and pedestrians.</li> </ul>	<p>The proposed project is consistent with this policy.</p> <p>The proposed project would be designed to blend in with the existing character of the area and surrounding land uses. As described in Section I, Aesthetics in the Initial Study Environmental Checklist, the proposed materials for the project are smooth trowel finish, integral tan color plaster, simulated wood composite siding, glass and metal, which are compatible with the contemporary materials and architectural styles of the surrounding development. Signs will conform to the Newport Place Planned Community District Regulations and the Zoning Code. Equipment, such as heating ventilation and air conditioning units, will be screened from the public view due to the height of the buildings. All equipment would be centrally located on the roof surfaces, prohibiting views of the equipment.</p>
<p><b>Policy LU 5.4.2 Development Form and Architecture</b></p> <p>Require that new development of business park, office, and supporting buildings be designed to convey a unified and high-quality character in consideration of the following principles:</p> <ul style="list-style-type: none"> <li>■ Modulation of building mass, heights, and elevations and articulation of building</li> <li>■ Avoidance of blank building walls that internalize uses with no outdoor orientation to public spaces</li> <li>■ Minimize the mass and bulk of building facades abutting streets</li> <li>■ Consistent architectural design vocabulary, articulation, materials, and color palette</li> <li>■ Clear identification of entries through design elements</li> <li>■ Integration of signage with the building's architectural style and</li> </ul>	<p>The proposed project is consistent with this policy.</p> <p>The proposed project would be designed to blend in with the existing character of the area and surrounding land uses. As described in Section I, Aesthetics in the Initial Study Environmental Checklist, the proposed materials for the project are smooth trowel finish, integral tan color plaster, simulated wood composite siding, glass and metal, which are compatible with the contemporary materials and architectural styles of the surrounding development. Signs will conform to the Newport Place Planned Community District Regulations and the Zoning Code. Equipment, such as heating ventilation and air conditioning units, will be screened from the public view due to the height of the buildings. All equipment would be centrally located on the roof surfaces, prohibiting views of the equipment.</p>

POLICY	CONSISTENCY ANALYSIS
<p>character</p> <ul style="list-style-type: none"> <li>Architectural treatment of parking structures consistent with their primary commercial or office building.</li> </ul>	
<p><b>Policy LU 5.6.1 Compatible Development</b> Require that buildings and properties be designed to ensure compatibility within and as interfaces between neighborhoods, districts, and corridors.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would not interface between differing neighborhoods, districts, or corridors. As discussed above in Policy LU 3.1, it would be consistent and compatible with the surrounding office park and adjacent restaurant site. It would blend in with the existing character and architectural style of the Newport Place Planned Community.</p>
<p><b>Policy LU 5.6.2 Form and Environment</b> Require that new and renovated buildings be designed to avoid the use of styles, colors, and materials that unusually impact the design character and quality of their location such as abrupt changes in scale, building form, architectural style, and the use of surface materials that raise local temperatures, result in glare and excessive illumination of adjoining properties and open spaces, or adversely modify wind patterns.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed office building would be compatible with and complement the existing business office park and adjacent restaurant sites scale, density, and varying architectural styles. As discussed in Section I(c), Aesthetics, in the Initial Study Environmental Checklist, the proposed project would blend in with the existing character of the area and surrounding land uses.</p>
<p><b>Policy LU 5.6.3 Ambient Lighting</b> Require that outdoor lighting be located and designed to prevent spillover onto adjoining properties or significantly increase the overall ambient illumination of their location.</p>	<p>The maximum height of the office building would be approximately 29 feet above the original grade. The proposed architectural style of the building would use textures such as smooth trowel finish, integral tan color plaster, simulated wood composite siding, glass and metal, which are compatible with the contemporary materials and architectural styles of the surrounding development. The proposed project is located in a fully developed planned community and the architectural components would blend in with the existing office-complex and restaurant character and restaurant site of the area</p>
<p><b>Policy LU 5.6.4 Conformance with the Natural Environmental Setting</b></p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>Any exterior lighting associated with the proposed project would not add significant amounts of lighting to the project area and would be similar to the existing lighting in the area and neighboring commercial properties.</p>
	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would fit in with the area topography and would</p>

POLICY	CONSISTENCY ANALYSIS
<p>Require that sites be planned and buildings designed in consideration of the property's topography, landforms, drainage patterns, natural vegetation, and relationship to the Bay and coastline, maintaining the environmental character that distinguishes Newport Beach.</p>	<p>not disrupt the existing drainage patterns, as described in Sections VI, Geology and Soils, and IX, Hydrology and Water Quality, in the Initial Study Environmental Checklist. The project site is fully developed with surface parking, has flat topography, and is generally void of vegetation with the exception of ornamental landscaping. The proposed project site is not located in the vicinity of Newport Bay and therefore would not affect any relationships to the bay and coastline. The proposed project is located within an existing built urban office complex environment. Therefore, the proposed project would not conflict with Newport Beach's natural setting.</p>
<p><b>Policy LU 6.15.1 Land Use Districts and Neighborhoods</b> Provide for the development of distinct business park, commercial, and airport-serving districts and residential neighborhoods that are integrated to ensure a quality environment and compatible land uses.</p>	<p>The proposed project is <b>consistent</b> with this policy. The proposed project would be integrated into the Newport Place Planned Community and would be consistent with the surrounding land uses as discussed in Policy LU 3.1. Furthermore, the proposed project would be designed and landscaped to be aesthetically diverse and blend in with the existing character of the campus office park and support commercial area, ensuring a quality environment as discussed in Policy LU 5.4.2. The proposed project would provide for the development of the existing restaurant site allowing for the introduction of other commercial retail and service uses in support of the commercial business park, integrated to ensure a quality of environment and compatible land uses.</p>
<p><b>Policy LU 6.15.3 Airport Compatibility</b> Require that all development be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and that residential development be located outside of the 65 dBA CNEL noise contour specified by the 1985 JWA Master Plan.</p>	<p>The proposed project is <b>consistent</b> with this policy. The maximum height of the proposed project would be approximately 29 feet above the original grade. The proposed project would comply with all height restrictions set forth by the Federal Aviation Administration, Federal Aviation Regulations, and Caltrans Division of Aeronautics. The proposed project does not include residential development and therefore would not be subject to the 65 dBA CNEL noise contour specified by the 1985 JWA Master Plan.</p>
GENERAL PLAN CIRCULATION ELEMENT	
<p><b>Policy CE 2.1.1 Level of Service Standards</b> Plan the arterial roadway system to accommodate projected traffic at the following level of service standards: A. Level of Service (LOS) "D" throughout the City, unless otherwise</p>	<p>The proposed project is <b>consistent</b> with this policy. As discussed in Section XVI (a), Traffic and Transportation, in the Initial Study Environmental Checklist, construction and operation of the proposed project would generally represent an increase of less than 2%</p>

POLICY	CONSISTENCY ANALYSIS
<p>noted</p> <p>B. LOS "E" at any intersection in the Airport Area shared with Irvine</p>	<p>of the existing AM and PM trips on the roadway network. It would not create substantial traffic that would downgrade the level of service at any of the intersections analyzed within the Initial Study Environmental Checklist. Surrounding intersections currently operate at acceptable levels of service, and the minimal traffic generated from the proposed project would not downgrade the LOS at any intersections in the vicinity of the project site. Therefore, the proposed project would continue to accommodate projected traffic at the designated LOS.</p>
<p><b>Policy CE 6.2.1 Alternative Transportation Modes</b></p> <p>Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles, and walking; and provide facilities that support such alternate modes.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would encourage the use of alternative modes of transportation, bicycle racks will be provided on site. The project site is located near bus transit routes along MacArthur Boulevard.</p>
<p><b>Policy CE 7.1.1 Required Parking</b></p> <p>Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The total parking requirement for the proposed development would be 104 spaces (70 spaces for food uses and 34 for retail and service uses). The project provides a total of 89 spaces (57 on-site and 32 off-site), resulting a parking shortage of 15 spaces. A use permit is being requested for the additional of 16-space off-site parking provision (a total of 32 spaces) and reduction of the required off-street parking in accordance with Sections 20.40.100 and 20.40.110 of the Municipal Code. A waiver of a portion of the required parking for three spaces is included in the project and is based on shared use of the on-site parking lot and the neighboring parcels.</p> <p>A parking study shall be required and take into consideration the common parking of the Restaurant Site and the hours of operation of Parcel 1 uses, including restaurants to justify the waiver of a portion of the required parking. Also included is the proposed parking management plan per Section 20.40.110.C.</p> <p>Based on the requirements, the proposed project would provide adequate, convenient parking for guests, employees, and business patrons with the 57 spaces on site and the shared use of the parking spaces on the neighboring restaurant properties.</p>

POLICY	CONSISTENCY ANALYSIS
<p><b>Policy CE 7.1.8 Parking Configuration</b> Site and design new development to avoid use of parking configurations or management programs that are difficult to maintain and enforce.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project includes the shared ingress, egress and use of the on-site parking of the three parcels that make up the existing restaurant site and the proposed commercial site and does not include a parking management program. The proposed project would include sufficient parking spaces, as discussed above in CE 7.1.1. Therefore, site design would provide an adequate and safe parking configuration.</p>
<p><b>Policy CE 7.1.9 Parking Configuration</b> Consider revised parking requirements for small scale neighborhood serving commercial uses in areas that derive most of their trade from walk-in business, especially where on-street or other public parking is available.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The commercial shopping center will serve neighboring commercial properties that are generally within walking distance and there is limited on street parking in the vicinity, therefore it is anticipated that a large number of patrons will walk to the site from the neighboring commercial properties. The parking lot will be striped in accordance with City Requirements.</p>
GENERAL PLAN NATURAL RESOURCES ELEMENT	
<p><b>Policy NR 1.1 Water Conservation in New Development</b> Enforce water conservation measures that limit water usage, prohibit activities that waste water or cause runoff, and require the use of water-efficient landscaping and irrigation in conjunction with new construction projects.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would include design features for water conservation. Efficient landscaping features would be incorporated, including landscaping timers and recycled water for all landscaping as required by the City of Newport Beach and water conservation measures in the restroom fixtures</p>
<p><b>Policy NR 1.2 Use of Water Conserving Devices</b> Establish and actively promote use of water conserving devices and practices in both new construction and major alterations and additions to existing buildings. This can include the use of rainwater capture, storage, and reuse facilities.</p> <p>Enhancement and protection of water quality of all natural water bodies, including coastal waters, creeks, bays, harbors, and wetlands.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>See Response to Policy NR1.1 above. The proposed project would establish the use of water conservation devices. The proposed project would implement the Preliminary Water Quality Management Plan, which would protect the water quality of receiving waters from storm water runoff.</p>
<p><b>Policy NR 3.2 Water Pollution Prevention</b> Promote pollution prevention and elimination methods that minimize the introduction of pollutants into natural water bodies. (Policy HB 8.2)</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would incorporate the use of an infiltration trench to collect and reduce the velocity and volume of storm water being</p>



POLICY	CONSISTENCY ANALYSIS
	discharged into the existing storm water system. Furthermore, the proposed project would incorporate a filter on the existing catch basin to collect pollutants and improve storm water quality. Finally, the proposed project would implement the Preliminary Water Quality Management Plan, which would promote pollution prevention methods during the operation of the proposed project. Therefore, the proposed project would promote pollution prevention and elimination methods that minimize the introduction of pollutants into natural water bodies.
<p><b>Policy NR 3.4 Storm Drain Sewer System Permit</b> Require all development to comply with the regulations under the City's municipal separate storm drain system permit under the National Pollutant Discharge Elimination System. (Policy HB 8.4)</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would be in compliance with all objectives, water quality standards, and best management practices established in the Santa Ana River Basin Plan and Orange County Drainage Area Management Plan as discussed in Section IX, Hydrology and Water Quality, of the Initial Study Environmental Checklist. Furthermore, the proposed project would comply with City of Newport Beach Municipal Code Chapter 14.36 (Water Quality) and provisions set forth in the City's National Pollution Discharge Elimination System (NPDES) municipal separate storm drain system (MS4) permit through the preparation of a Water Quality Management Plan incorporating best management practices for operation. MM WQ-1 requires the preparation of a storm water pollution prevention program for construction. The proposed project would not directly discharge surface water to the bay, and would control runoff from the site. Best management practices would be incorporated into the proposed project as part of a storm water pollution prevention plan during construction to prevent discharges of polluted storm water from construction sites from entering the storm drains. Therefore, the proposed project would promote pollution prevention and minimize the introduction of pollutants into natural waters.</p>
<p><b>Policy NR 3.5 Natural Water Bodies</b> Require that development does not degrade natural water bodies. (Policy HB 8.5)</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>There are no natural water bodies in the general vicinity of the project site. The retarding basin in the project vicinity is part of the existing storm drain system of the city. This system discharges into various receiving waters, one being San Diego Creek. The proposed project's</p>

POLICY	CONSISTENCY ANALYSIS
	compliance with the requirements outlined above in Policy NR 3.4 would minimize and avoid degradation of natural bodies. The proposed project is <b>consistent</b> with this policy.
<b>Policy NR 3.9 Water Quality Management Plan</b> Require new development applications to include a Water Quality Management Plan (WQMP) to minimize runoff from rainfall events during construction and post-construction. (Policy HB 8.9)	The proposed project will require preparation of a Water Quality Management Plan to maintain water quality and control storm water runoff during the operation of the project and a Final Water Quality Management Plan would be required for approval as a part of the grading and building permits for the proposed project. Furthermore, MM WQ-1 would maintain and control storm water quality during construction.
<b>Policy NR 3.10 Best Management Practices</b> Implement and improve upon Best Management Practices (BMPs) for residences, businesses, development projects, and City operations. (Policy HB 8.10)	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The project applicant will require a Water Quality Management Plan for review and approval by the City prior to issuance of grading and building permits for the proposed project. The Water Quality Management Plan is described in Section IX(a), Hydrology and Water Quality, in the Initial Study Environmental Checklist includes implementation of best management practices such as those listed below.</p> <ul style="list-style-type: none"> <li>• Educate property owners, tenants and occupants for the management of fertilizers, pesticides and herbicides in landscaping and gardening practices; the impacts of littering and improper water disposal.</li> <li>• Prohibit the discharges of fertilizers, pesticides and wastes to streets or storm drains.</li> <li>• Prohibit blowing or sweeping of debris into street or storm drains.</li> <li>• Prohibit hosing down any paved surfaces where the result would be the flow of non-storm water into the street or storm drains.</li> <li>• Prohibit vehicle washing, maintenance or repair onsite by employees, customers, or the public.</li> <li>• Conduct regular dry sweeping by maintenance personnel of debris and grass clippings instead of using blowers or</li> </ul>

POLICY	CONSISTENCY ANALYSIS
	<p>hosing.</p> <ul style="list-style-type: none"> <li>Inspect and maintain catch basin.</li> </ul> <p>Provide efficient irrigation and runoff-minimizing landscaping. The proposed project is <b>consistent</b> with this policy.</p>
<p><b>Policy NR 3.11 Site Design and Source Control</b> Include site design and source control BMPs in all developments. When the combination of site design and source control BMPs are not sufficient to protect water quality as required by the National Pollutant Discharge Elimination System (NPDES), structural treatment BMPs will be implemented along with site design and source control measures. (Policy HB 8.11)</p>	<p>The proposed project would be required to obtain a NPDES permit and to implement MM WQ-1, which will provide source control during construction activities. Further discussion of water quality and construction and operation source control is included in Section IX, Hydrology and Water Quality, in the Initial Study Environmental Checklist.</p> <p>The proposed project is <b>consistent</b> with this policy.</p>
<p><b>Policy NR 3.17 Parking Lots and Rights-of-Way</b> Require that parking lots and public and private rights-of-way be maintained and cleaned frequently to remove debris and contaminated residue. (Policy HB 8.17)</p>	<p>The proposed project would maintain and clean the parking lots to remove debris and contaminated residue. The Water Quality Management Plan will require street sweeping private streets and parking lots. The proposed project also includes a filter to be installed in the existing catch basin to help reduce pollutants captured in storm water runoff.</p> <p>The proposed project is <b>consistent</b> with this policy.</p>
<p><b>Policy NR 3.19 Natural Drainage Systems</b> Require incorporation of natural drainage systems and stormwater detention facilities into new developments, where appropriate and feasible, to retain stormwater in order to increase groundwater recharge. (Policy HB 8.19)</p>	<p>As part of the site design and Water Quality Management Plan, the proposed project would incorporate an infiltration trench on site near the proposed buildings. The trench is meant to collect water and reduce the velocity of the water. It would connect to the existing storm water drainage system on site. Some groundwater percolation may occur as a result of the infiltration trench.</p> <p>The proposed project is <b>consistent</b> with this policy.</p>
<p><b>Policy NR 3.20 Impervious Surfaces</b> Require new development and public improvements to minimize the creation of and increases in impervious surfaces, especially directly connected impervious areas, to the maximum extent practicable. Require redevelopment to increase area of pervious surfaces, where feasible. (Policy HB 8.20)</p>	<p>The proposed project would replace an existing building and impervious surface parking lot with the impervious surface of two commercial buildings. As described in Chapter 2, Project Description; and Section IX, Hydrology and Water Quality in the Initial Study Environmental Checklist, the amount of impervious surface and pervious surfaces would generally remain the same, with impervious surface not expected to increase. Additionally, landscape runoff will generally be captured and percolated into the soil on site. Therefore, the proposed project</p>

POLICY	CONSISTENCY ANALYSIS
	would minimize the creation of more impervious surface over the existing conditions.
<p><b>Policy NR 8.1 Management of Construction Activities to Reduce Air Pollution</b></p> <p>Require developers to use and operate construction equipment, use building materials and paints, and control dust created by construction activities to minimize air pollutants.</p>	<p>The proposed project is consistent with this policy.</p> <p>As discussed in Section III, Air Quality, in the Initial Study Environmental Checklist, a mass emissions inventory for the construction period was compiled based on an estimate of construction equipment as well as scheduling and phasing assumptions. More specifically, the mass emissions analysis takes into account:</p> <ul style="list-style-type: none"> <li>• combustion emissions from operating onsite construction equipment,</li> <li>• fugitive dust emissions from moving soil on site, and</li> <li>• mobile-source combustion emissions from worker commute travel.</li> </ul> <p>As discussed in Section III(b), Air Quality, of the Initial Study Environmental Checklist, the proposed project would not create substantial air pollutant emissions. The proposed project would comply with all rules and regulations of the South Coast Air Quality Management District for control of dust and minimization of air pollutants.</p>
<p><b>Policy NR 18</b></p> <p>Protection and preservation of important paleontological and archaeological resources.</p>	<p>The proposed project is consistent with this policy.</p> <p>As discussed in Section V, Cultural Resources, in the Initial Study Environmental Checklist, the project site has not been previously surveyed for cultural resources. A record search conducted on March 16, 2010 determined that no prehistoric or historical archaeological sites have been recorded in the project area. No historical structures are depicted in the project site on the 1896 and 1901 USGS Santa Ana 30 minute topographic quadrangles, or on the 1965 USGS Tustin 7.5 minute quadrangle, indicating there is no potential for historical archaeological resources associated with early settlement. In 1972, the project site had undergone rough grading for construction of the existing surface parking lot and project, and for development of Newport Place in 1980. Ground disturbances from previous developments likely would have inadvertently destroyed any unknown archeological resources</p>

POLICY	CONSISTENCY ANALYSIS
	<p>present. Therefore, there are no important archeological resources located at the project site. However, adhering to the following mitigation measure would ensure compliance with state historical guidelines. Impacts would be less than significant with incorporation of mitigation.</p> <p><b>Mitigation Measure</b></p> <p>5.1. The project applicant shall have a qualified professional archaeologist onsite to monitor for any potential impacts to archaeological or historic resources throughout the duration of any demolition and ground disturbing activities. The professional archeologist shall have the authority to halt any activities adversely impacting potentially significant cultural resources until the resources can be formally evaluated. The archaeologist must have knowledge of both prehistoric and historical archaeology. Additionally, the archaeological and historical program shall include the presence of a local Native American representative (Gabrielino and/or Juaneno). Resources must be recovered, analyzed in accordance with CEQA guidelines, and curated. Suspension of ground disturbance in the vicinity of the discoveries shall not be lifted until the archaeologist has evaluated discoveries to assess whether they are classified as historical resources or unique archaeological sites, pursuant to CEQA.</p> <p>The project site is situated on late to middle Pleistocene marine deposits, which can be highly fossiliferous, containing vertebrate, invertebrate, and plant fossil specimens. The project site has undergone grading for construction of the existing restaurant building and surface parking lot, as well as for the other, adjacent buildings and surface parking lots. A geotechnical investigation (Strata-Tech 2011) conducted for the project indicated artificial fill over native soils on the existing pads varying from 0.5 feet to 1.5</p>

POLICY	CONSISTENCY ANALYSIS
	<p>feet. Therefore, it is highly unlikely the proposed project would disturb any paleontological resources. With adherence to the mitigation measure below, impacts would be less than significant and impacts would be less than significant.</p> <p>Mitigation Measure</p> <p>5.2. The project applicant shall retain a qualified professional paleontologist for periodic monitoring for any potential impacts to paleontological resources throughout the duration of ground disturbing activities. In the event paleontological resources are uncovered, the professional paleontologist shall have the authority to halt any activities adversely impacting potentially significant fossil resources until the resources can be formally evaluated. If potentially significant fossils are uncovered they must be recovered, analyzed in accordance with CEQA guidelines, and curated at facilities at the Natural History Museum of Los Angeles County, or other scientific institution accredited for curation and collection of fossil specimens. Suspension of ground disturbances in the vicinity of the discoveries shall not be lifted until the paleontologist has evaluated the significance of the resources pursuant to CEQA.</p>
<p><b>Policy NR 18.1 New Development</b> Require new development to protect and preserve paleontological and archaeological resources from destruction, and avoid and minimize impacts to such resources in accordance with the requirements of CEQA. Through planning policies and permit conditions, ensure the preservation of significant archeological and paleontological resources and require that the impact caused by any development be mitigated in accordance with CEQA.</p>	<p>The proposed project is consistent with this policy.</p> <p>See above for Policy NR 18 regarding protection and preservation of archaeological and paleontological resources.</p>

POLICY	CONSISTENCY ANALYSIS
<p><b>Policy NR 24.2 Energy-Efficient Design Features</b> Promote energy-efficient design features.</p>	<p>The proposed project is consistent with this policy.</p> <p>Per the California Building Code, Title 24, 2001 Energy Efficiency Standards, the proposed project would include energy-efficient design features where feasible.</p>
<p align="center"><b>GENERAL PLAN SAFETY ELEMENT</b></p>	
<p><b>Policy S 8.6 John Wayne Airport Traffic Pattern Zone</b> Use the most currently available John Wayne Airport (JWA) Airport Environs Land Use Plan (AELUP) as a planning resource for evaluation of land use compatibility and land use intensity in areas affected by JWA operations. In particular, future land use decisions within the existing JWA Clear Zone/Runway Protection Zone (Figure S5) should be evaluated to minimize the risk to life and property associated with aircraft operations.</p>	<p>The proposed project is consistent with this policy.</p> <p>As discussed in Section VIII (e), Hazards and Hazardous Materials, of the Initial Study Environmental Checklist, the most current John Wayne Airport AELUP was used as a planning resource for evaluation of the land use compatibility and land use intensity in areas affected by John Wayne Airport operations. The proposed project would comply and would be compatible with the land use standards established in the City's Municipal Code and the Airport Land Use Commission's John Wayne AELUP. The City's Emergency Management Plan also establishes safety procedures with respect to aviation hazards to promote the safety of persons on the ground while reducing risks of serious harm to aircraft crews and passengers that may need to make emergency landings in the immediate airport vicinity. The AELUP vicinity height guidelines would protect public safety, health, and welfare by ensuring that aircraft could fly safely in the airspace around the airport. In addition to existing regulations, the General Plan identifies a goal to protect residents, property, and the environment from aviation-related hazards, and lists policies S8.1 through S8.4 to ensure preparation and minimize risk in the case of an aviation accident (City of Newport Beach 2006b).</p>
<p align="center"><b>GENERAL PLAN NOISE ELEMENT</b></p>	
<p><b>Policy N 1.1 Noise Compatibility of New Development</b> Require that all proposed projects are compatible with the noise environment through use of Table N2, and enforce the interior and exterior noise standards shown in Table N3.</p>	<p>The proposed project is consistent with this policy.</p> <p>The proposed project would be compatible with the noise environment and would comply with Tables N2 and N3. The proposed project includes the construction and operation of a commercial retail shopping center with food service and retail uses. The proposed project would be consistent with the surrounding land uses and would comply with all</p>

POLICY	CONSISTENCY ANALYSIS												
	<p>interior and exterior noise standards as required during building plan review and approval by the City prior to construction.</p> <p>The subject property is within Noise Impact Zone "2" as identified in the AELUP which considers land uses including commercial as normally consistent meaning conventional construction methods can be used and there are no special noise reduction requirements.</p>												
<p><b>Policy N 1.2 Noise Exposure Verification for New Development</b> Applicants for proposed projects that require environmental review and are, located in areas projected to be exposed to a CNEL of 60 dBA and higher, as shown on Figure N4, Figure N5, and Figure N6 may conduct a field survey, noise measurements or other modeling in a manner acceptable to the City to provide evidence that the depicted noise contours do not adequately account for local noise exposure circumstances due to such factors as, topography, variation in traffic speeds, and other applicable conditions. These findings shall be used to determine the level of exterior or interior, noise attenuation needed to attain an acceptable noise exposure level and the feasibility of such mitigation when other planning considerations are taken into account.</p>	<p>The proposed project is consistent with this policy.</p> <p>As discussed in Section XII, Noise, in the Initial Study Environmental Checklist, the noise levels produced by the proposed project during construction; and ambient noise associated with the restaurant operations and</p> <p>The subject property is within Noise Impact Zone "2" as identified in the AELUP which considers land uses including commercial as normally consistent meaning conventional construction methods can be used and there are no special noise reduction requirements.</p>												
<p><b>Policy N 1.8 Significant Noise Impacts</b> Require the employment of noise mitigation measures for existing sensitive uses when a significant noise impact is identified. A significant noise impact occurs when there is an increase in the ambient CNEL produced by new development impacting existing sensitive uses. The CNEL increase is shown in the table below.</p> <table border="1"> <thead> <tr> <th>CNEL (dBA)</th> <th>dBA increase</th> </tr> </thead> <tbody> <tr> <td>55</td> <td>3</td> </tr> <tr> <td>60</td> <td>2</td> </tr> <tr> <td>65</td> <td>1</td> </tr> <tr> <td>70</td> <td>1</td> </tr> <tr> <td>Over 75</td> <td>Any increase is considered significant</td> </tr> </tbody> </table>	CNEL (dBA)	dBA increase	55	3	60	2	65	1	70	1	Over 75	Any increase is considered significant	<p>The proposed project is consistent with this policy.</p> <p>As discussed in Section XII, Noise, in the Initial Study Environmental Checklist, the noise levels produced by the proposed project during construction; and ambient noise associated with the restaurant operations and mechanical equipment would not result in significant impacts on sensitive receptors. Since there are no residential projects adjacent to or in the vicinity of the project, significant impacts are not anticipated.</p>
CNEL (dBA)	dBA increase												
55	3												
60	2												
65	1												
70	1												
Over 75	Any increase is considered significant												
<p><b>Policy N 3.1 New Development</b> Ensure new development is compatible with the noise environment by using airport noise contours no larger than those contained in the 1985</p>	<p>The proposed project is consistent with this policy.</p> <p>As discussed in Section XII (e), Noise, in the Initial Study Environmental</p>												



POLICY	CONSISTENCY ANALYSIS
JWA Master Plan, as guides to future planning and development decisions.	Checklist, the project site is located approximately 0.4 mile from John Wayne Airport. Figure N2 of the City of Newport Beach General Plan shows the existing 65 dBA CNEL noise contour for John Wayne Airport. Figure N2 shows that the project site is located approximately 0.25 to 0.5 mile outside the 65 dBA CNEL noise contour for John Wayne Airport. Therefore, noise impacts related to air traffic would be less than significant.
<b>Policy N 4 Minimization of Nontransportation-Related Noise</b> Minimized nontransportation-related noise impacts on sensitive noise receptors.	The proposed project is consistent with this policy.  See response to Policy N 1.1 and 3.1 above.
<b>Policy N 4.1 Stationary Noise Sources</b> Enforce interior and exterior noise standards outlined in Table N3, and in the City's Municipal Code to ensure that sensitive noise receptors are not exposed to excessive noise levels from stationary noise sources, such as heating, ventilation, and air conditioning equipment.	The proposed project is consistent with this policy. Sensitive noise receptors would not be exposed to excessive noise levels from stationary noise sources. All heating, ventilation, and air conditioning equipment would be appropriately screened.
<b>Policy N 4.3 New Commercial Developments</b> Require that new commercial developments abutting residentially designated properties be designed to minimize noise impacts generated by loading areas, parking lots, trash enclosures, mechanical equipment, and any other noise generating features specific to the development to the extent feasible.	The proposed project is consistent with this policy. Currently, there are no residentially designated properties abutting or within the vicinity of the proposed project and none are proposed or authorized by the General Plan or the Newport Place Planned Community District Regulations for the future. The proposed project would not include a loading area. The trash enclosure would be enclosed and away from sensitive land uses. Therefore, the proposed project has been designed to minimize exterior noise impacts to the extent feasible.
<b>Policy N 4.6 Maintenance or Construction Activities</b> Enforce the Noise Ordinance noise limits and limits on hours of maintenance or construction activity in or adjacent to residential areas, including noise that results from in-home hobby or work related activities.	The proposed project is consistent with this policy.  The proposed project would comply with the noise ordinance limits on construction activities. In addition, the proposed project would be consistent with the surrounding land uses, which do not include residential areas. Furthermore, as identified in the project description, construction hours would be limited to daytime hours specifically identified by the City of Newport Beach Municipal Code, unless otherwise approved by the Building Official.
<b>Policy N 5.1 Limiting Hours of Activity</b> Enforce the limits on hours of construction activity.	The proposed project is consistent with this policy. As identified in the project description and Section XII, Noise, of the Initial Study Environmental Checklist, Title 10, Chapter 10.28, Section

POLICY	CONSISTENCY ANALYSIS
	10.28.040 of the Municipal Code specifies permitted hours for construction activities. Construction or other noise-generating activity that would disturb a person of normal sensitivity who works or resides in the vicinity will only occur between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays. No construction that would disturb a person of normal sensitivity will occur on Sundays or federal holidays.

# **Attachment No. PC 11**

Comment Letters



**California Cultural Resource Preservation Alliance, Inc.**

**P.O. Box 54132  
Irvine, CA 92619-4132**

**An alliance of American Indian and scientific communities working for  
the preservation of archaeological sites and other cultural resources.**

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August 3, 2011

Rosalinh Ung  
Associate Planner  
City of Newport Beach  
3300 Newport Boulevard, P.O. Box 1768  
Newport Beach, CA 92658-8915

Re: MacArthur at Dolphin-Striker Way (PA2010-135) Notice of Intent to Adopt a Mitigated Negative Declaration (July 15, 2011)

Thank you for the opportunity to review this document. It was unclear to me whether the Checklist Form was meant to include both the MacArthur-Striker Way Site and the Quail Street "Donor Site." If the Donor Site is to provide fill or be otherwise disturbed, it should be included in the environmental analysis and mitigation plans.

Please note that though it was not possible to do an archaeological survey of the project areas, a literature search should have been done to determine whether there are any recorded archaeological sites located there or nearby. If the literature search was not done in connection with the environmental check list, it should be completed before the negative declaration is granted to determine whether the project is in an archaeologically sensitive area.

It appears that whereas it is possible that culturally significant remains may exist, the proposed project includes adequate monitoring and a provision for cessation of work should cultural remains be encountered. The planned mitigation and protection provisions are consistent with standard practice. They should be appropriate for routine measures as well as unanticipated occurrences.

The CCRPA is pleased to work with the City of Newport Beach on cultural resource issues. Please let us know if we can be of further help. You may contact me at (562) 493 5169 or by email at vbickf123@aol.com.

Sincerely,

Virginia Bickford  
Secretary, CCRPA on behalf of the Board of Directors

Sent on August 10, 2011 by email.

**Ung, Rosalinh**

---

**From:** vbickf123 [vbickf123@aol.com]  
**Sent:** Wednesday, August 10, 2011 1:02 PM  
**To:** Ung, Rosalinh  
**Subject:** MacArthur at Dolphin-Striker Way  
**Attachments:** CCRPA MacArthur at Dolphin-Striker Way NOI Neg Dec review.doc

Dear Ms Ung,

I apologize for being so late in sending the attached letter in response to the NOI concerning PA2010-135. I hope it will still be of use and the comments taken into consideration. CCRPA would appreciate the opportunity to review future documents.

Virginia Bickford



# AIRPORT LAND USE COMMISSION

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FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

August 2, 2011

RECEIVED BY

COMMUNITY

AUG 02 2011

DEVELOPMENT  
CITY OF NEWPORT BEACH

Rosalinh Ung, Associate Planner  
City of Newport Beach  
3300 Newport Boulevard  
Newport Beach, CA 92658-8915

Subject: NOI to Adopt a MND for MacArthur at Dolphin-Striker Way (Commercial Retail and Food Uses)

Dear Ms. Ung:

Thank you for the opportunity to review the Initial Study for the proposed Dolphin-Striker Way Project in the context of the Airport Land Use Commission's *Airport Environs Land Use Plan for John Wayne Airport (JWA AELUP)*. The proposed project is redevelopment of an approximately 1.11 acres site. New general commercial and food uses are being proposed to replace an existing single-story vacant restaurant. The new development will consist of two, free-standing single-story buildings. Each building has a maximum building height of 29 feet. We wish to offer the following comments and respectfully request consideration of these comments as you proceed with preparation of your Mitigated Negative Declaration (MND).

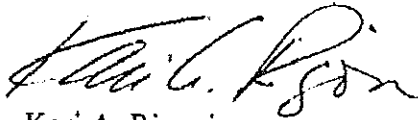
As discussed in the initial study, the proposed project is located within the Federal Aviation Regulation (FAR) Part 77 Notification Area for JWA. The initial study states that the proposed project does not require the filing of Form 7460-1 with the FAA. We suggest that the MND discuss the height at which the notification surface would be penetrated compared to the proposed building heights. We also recommend that the MND include a discussion of the proposed project's location within the FAR Part 77 Obstruction Imaginary Surfaces for JWA. The initial study discusses that the project does not surpass 206 feet above mean sea level and that height is related to the Obstruction Imaginary Surfaces for JWA and not the notification surface.

In addition, we recommend the MND discuss whether the development of heliports will be part of the proposed project. Should the development of heliports occur within your jurisdiction, proposals to develop new heliports must be submitted through the City to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5. Proposed heliport projects must comply fully with the State permit procedure provided by law and with all conditions of approval imposed or recommended by the FAA, by the ALUC for Orange County, and by Caltrans/Division of Aeronautics.

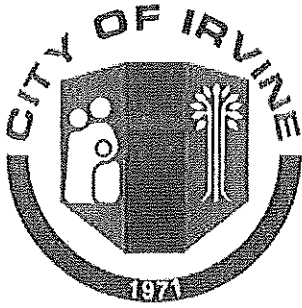
A referral by the City to the ALUC may be required for this project due to the location of the proposal within an AELUP Planning Area and due to the nature of the required City approvals (i.e. Planned Community Amendment) under PUC Section 21676(b). In this regard, please note that the Commission suggests such referrals to be submitted to the ALUC for a determination, between the Local Agency's expected Planning Commission and City Council hearings. Since the ALUC meets on the third Thursday afternoon of each month, submittals must be received in the ALUC office by the first of the month to ensure sufficient time for review, analysis, and agendaizing.

Thank you for the opportunity to comment on this initial study. Please contact Lea Choum at (949) 252-5123 or via email at [lchoum@ocair.com](mailto:lchoum@ocair.com) if you need any additional details or information regarding the future referral of your project.

Sincerely,

A handwritten signature in black ink, appearing to read "Kari A. Rigoni". The signature is fluid and cursive, with the first name "Kari" and last name "Rigoni" clearly distinguishable.

Kari A. Rigoni  
Executive Officer



Community Development

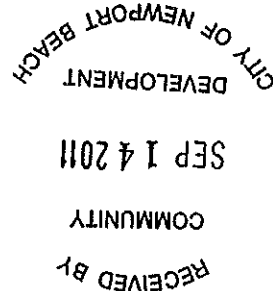
[www.cityofirvine.org](http://www.cityofirvine.org)

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

(949) 724-6000

August 16, 2011

Ms. Rosalinh Ung  
Associate Planner  
City of Newport Beach  
3300 Newport Boulevard  
Irvine, CA 92618



**Subject: First Screencheck Review of the Notice of Intent to Adopt a  
Negative Declaration – MacArthur at Dolphin-Striker Way Project**

Dear Ms. Ung:

The City of Irvine staff has received and reviewed the information on the above-referenced project, and offers the following comment:

The traffic analysis for the project analyzes an "Existing Plus Project" scenario and an interim year "2013 Plus Project" scenario to determine potential traffic impacts and mitigation. However, it is unclear why a build-out scenario is not analyzed to determine whether traffic impacts are identified and resulting mitigation necessary in the build-out condition; especially considering that land use intensity is being transferred from an off-site location in order to implement the proposed project. The City of Irvine staff recommends that a build-out analysis be prepared that analyzes the four intersections listed below that lie partially within Irvine city limits to determine if impacts/mitigations result from the project:

- MacArthur/Campus
- Jamboree/MacArthur
- Von Karman/Campus
- Jamboree/Campus.

Thank you for the opportunity to review and comment on the proposed project. Staff would appreciate the opportunity to review any further information regarding this project as the planning process proceeds. If you have any questions, I can be



Ms. Rosalinh Ung  
August 16, 2011  
Page 2

reached at (949) 724-6521, or by email at [bjacobs@cityofirvine.org](mailto:bjacobs@cityofirvine.org). For assistance, you may also contact Sun-Sun Murillo at (949) 724- 6262, or by email at [smurillo@ci.irvine.ca.us](mailto:smurillo@ci.irvine.ca.us).

Sincerely,

A handwritten signature in black ink, appearing to read 'Bill Jacobs', written over the word 'Sincerely,'.

BILL JACOBS, AICP  
Principal Planner

cc: Sun-Sun Murillo, Supervising Transportation Analyst

## **Attachment No. PC 12**

Errata to Initial Study/Mitigated Negative  
Declaration

# Errata to the Draft IS/MND

## MacArthur at Dolphin-Striker (PA2010-135)

### Introduction

This document addresses modifications to the draft IS/MND for the proposed MacArthur at Dolphin-Striker project. It presents all revisions related to public comments and added transfer of development rights location, as determined necessary by the City of Newport Beach. Only sections that had revisions are included, and sections that had no revisions are not included. Readers are referred to the IS/MND to view complete sections.

The changes to the draft IS/MND in revision-mode text (i.e., deletions are shown with ~~striketthrough~~ and additions are shown with underline). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the project since the publication and distribution of the draft IS/MND.

### Changes to the Draft IS/MND

The following changes to the text as presented below are incorporated into the final IS/MNS.

### 8. Description of Project (Page 3)

The project would introduce new general commercial uses to the subject site which results in the requirement of an amendment to the Newport Place Planned Community Development Plan. The amendment would create new statistical analysis standards, permitted uses and development standards by changing the subject site (Parcel 1) from "Restaurant 1" to "General Commercial Site 8". The proposed project also requires a transfer of development intensity to allow the transfer of 54 48 un-built hotel units from Hotel Site 2-B located at 1301 Quail Street and 1,620 square feet from General Commercial Site 7 located at 3901 MacArthur Boulevard (donor sites) to the subject site to accommodate a net increase of approximately 5,529 square feet of new development.

### VIII. HAZARDS AND HAZARDOUS MATERIALS (Page 51-52)

e) For a project within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

**Less-Than Significant Impact.** The closest airport is John Wayne Airport, which is approximately within 0.38 miles northwest of the project site. The project site is located within the boundaries of the Airport Environs Land Use Plan (AELUP) for John Wayne Airport. The proposed project is within the height restriction zone for the John Wayne Airport and the notification area of the Federal Aviation Regulation (FAR) Part 77 Imaginary Surfaces aeronautical obstruction area.

Section 77.13 of the FAR requires the notification of the Federal Aviation Administration (FAA) for any construction or alteration which are identified as follows: 1) exceeds 200 feet in height about the ground level at its site; 2) exceeds a height greater than an imaginary surface extending outward and upward at specific slope characteristics at 20,000 feet, 10,000 feet, and 5,000 feet from the nearest point of the airport runway; or 3) is a highway with specific characteristics, and/or, is occurring at an airport.

The proposed project includes the construction of two, free-standing single-story buildings with a maximum height of 29 feet. The project site is approximately 50 feet above mean sea level (Phase I EA Centec, 2003). The proposed project does not require notification to the FAA in accordance with Section 77.13 of the FAR because the proposed project would not be more than 200 feet above ground level and not more than 206 86 feet above mean sea level at which the Notification Surface Height at the subject property is determined. The proposed building height is an approximately 79 feet above mean sea level and is therefore, below the Notification Surface Height by 7 feet. The Obstruction Imaginary Surface height at the subject property is at 116 feet above mean sea level. The proposed development is at 79 feet at the top of the proposed building and is therefore, below the Obstruction Imaginary Surface height. ; ~~the proposed project would not exceed a height greater than the imaginary surface planes identified within Section 77.13;~~ ~~t~~The proposed project is not a highway; and the proposed project is not a modification to an existing airport. Therefore, the filing of Form 7460-1 with the FAA is not required.

## **X. LAND USE AND PLANNING (Page 57)**

**Less Than Significant Impact.** The project involves ~~two~~ three sites (the donor sites and receiver site) designated as Mixed Use – Horizontal Land Use (MU-H2) per the Land Use Element of the General Plan, which provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses. The development limits for the project sites are identified in Table LU2 of the General Plan Land Use Element as a portion of Anomaly Number 12 with a development limit of 457,880 square feet (Receiver Site which is the subject property); and a portion of Anomaly Number 17 with a development limit of 33,392 square feet and 304 hotel rooms (donor site at 1301 Quail Street) and Anomaly Number 19 with a development limit 228,530 square feet (donor site at 3901 MacArthur Boulevard). Both ~~These sites involved in the project~~ are currently zoned PC-11, Newport Place Planned Community District as Restaurant Site 1 (Project Site), and Hotel Site 2-B (Donor Site at 1301 Quail Street) and General Commercial Site 7 (Donor Site at 3901 MacArthur Boulevard). The

project as proposed includes a code amendment to change the designation of a portion of Restaurant Site 1 to General Commercial Site 8 designation. Also included in the project is a request to transfer 54 48 un-built hotel rooms from Hotel Site 2-B (Donor Site) and 1,620 square feet from General Commercial Site 7 (Donor Site) to the project site.

The transfer of 54 48 un-built hotel rooms and 1,620 square feet will be converted to a comparable amount of commercial floor area (~~8,000~~ 5,529 square feet) to establish the total amount of the project site, designated as General Commercial Site 8, to 13,525 square feet, and change the entitlement of Anomaly No. 12 from 457,880 square feet to 463,409 square feet to accommodate the proposed construction of a new commercial shopping center. Conversely, the hotel room entitlement of the donor site within Statistical Area L-4, Anomaly Number 17 will be reduced from 304 to 250 256 hotel rooms and Anomaly Number 19 will be reduced from 228,530 to 256,910 square feet.

The proposed activities will amend the zoning to allow for general commercial uses and will not conflict with land use plans, policies, or zoning of the City of Newport Beach, since the commercial square footage increase is offset by the transfer and reallocation of hotel rooms located within the same Statistical Area L4. Land use policy consistency analysis (Appendix I) has been conducted and is on file and available for review at the Planning Division at City Hall. Therefore, no mitigation measures are required by CEQA.

**Appendix I – Land Use Consistency Analysis (Pages 1-5, 8 & 9)**

See attachment

POLICY	CONSISTENCY ANALYSIS
General Plan -Land Use Element	
<p><b>Policy LU 1.4 Growth Management</b> Implement a conservative growth strategy that enhances the quality of life of resident and balances the needs of all constituencies with the preservation of open space and natural resources.</p>	<p>The proposed project is consistent with this policy. The proposed project does not increase the development entitlement of the statistical area but only converts and moves portions (converts hotel rooms to commercial floor are) from one anomaly area to another within the same Statistical Area.</p>
<p><b>Policy LU 1.5 Economic Health</b> Encourage a local economy that provides adequate commercial, office, industrial, and marine-oriented opportunities that provide employment and revenue to support high-quality community services.</p>	<p>The proposed project is consistent with this policy. The proposed project would allow for the construction and operation of two, free-standing, single-story commercial buildings. Each has a maximum building height of 29 feet. As discussed in Section XIII, Population and Housing, of the Initial Study Environmental Checklist, it would provide additional temporary construction worker jobs, as well as projected retail, and service jobs (27 jobs projected). Therefore, the proposed project would support the provision of adequate retail and service opportunities that would provide construction and operation employment and stimulate the local economy.</p>
<p><b>Policy LU 2.2 Sustainable and Complete Community</b> Emphasize the development of uses that enable Newport Beach to continue as a self-sustaining community and minimize the need for residents to travel outside of the community for retail, goods and services, and employment.</p>	<p>The proposed project is consistent with this policy. The proposed project would allow for the construction and operation of two commercial buildings that would provide short-term and long-term employment opportunities for area residents. The construction and operation jobs provided by the proposed project could potentially be fulfilled by the local workforce residing in the City of Newport Beach. Therefore, the proposed project would enable Newport Beach to continue as a self-sustaining community and minimize the need for residents to travel outside of the community for employment in the retail and service fields.</p>
<p><b>Policy LU 3.1 Neighborhoods, Districts, Corridors, and Open Spaces</b> Maintain Newport Beach's pattern of residential neighborhoods, business and employment districts, commercial centers, corridors, and</p>	<p>The proposed project is consistent with this policy. The proposed project would amend the General Plan and Newport Place Planned Community text to increase the allowable development square footage of the subject property through a transfer of development rights</p>

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POLICY	CONSISTENCY ANALYSIS
harbor and ocean districts.	<p><del>request. However, it will not increase the development of the Statistical Area. The proposed project would be for the construction and operation of two, free-standing, single-story commercial buildings within the existing developed Newport Place Planned Community, which encompasses a large portion of the City's business and employment district. Furthermore, it would blend in with the existing architectural characteristics. Therefore, it would maintain Newport Beach's pattern of business and employment districts in that area.</del></p>
<p><b>Policy LU 3.2 Growth and Change</b></p> <p>Enhance existing neighborhoods, districts, and corridors, allowing for re-use and infill with uses that are complementary in type, form, scale, and character. Changes in use and/or density/intensity should be considered only in those areas that are economically underperforming, are necessary to accommodate Newport Beach's share of projected regional population growth, improve the relationship and reduce commuting distance between home and jobs, or enhance the values that distinguish Newport Beach as a special place to live for its residents. The scale of growth and new development shall be coordinated with the provision of adequate infrastructure and public services, including standards for acceptable traffic level of service.</p>	<p>The proposed project is consistent with this policy.</p> <p>The proposed project would amend the General Plan and Newport Place Planned Community text to increase the allowable development square footage, and would allow for the new development of two, free-standing, single-story commercial buildings on a site that is currently occupied by a 7,996 square-foot vacant restaurant and related surface parking. The proposed amendments will not change the density/intensity in the Newport Place Planned Community, but would be largely consistent with surrounding land use designations and existing zoning, and would be consistent with the density of the proposed land use designations and the surrounding business district. As discussed in Section XIV, Public Services, and Section XVII, Utilities and Service Systems, of the Initial Study Environmental Checklist, the proposed project would have adequate infrastructure and public services and would not exceed existing service levels for public services or utilities. Furthermore, as discussed in Section XVI, Transportation and Traffic, of the Initial Study Environmental Checklist, the slight increase in trips that would result during the construction and operation of the proposed project would not result in a significant deterioration of surrounding intersections or the roadway network. Therefore, the proposed project would result in complementary type, form, and scale of the existing neighborhood, and would be adequately served by the existing infrastructure and public services.</p>
<p><b>Policy LU 3.8 Project Entitlement Review with Airport Land Use Commission</b></p> <p>Refer the adoption or amendment of the General Plan, Zoning Code, specific plans, and Planned Community development plans for land</p>	<p>The proposed project is consistent with this policy.</p> <p>As discussed in Section VIII (e) and (f), Hazards and Hazardous Materials, in the Initial Study Environmental Checklist the proposed</p>

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POLICY	CONSISTENCY ANALYSIS
<p>within the John Wayne Airport planning area, as established in the JWA Airport Environs Land Use Plan (AELUP), to the Airport Land Use Commission (ALUC) for Orange County for review, as required by Section 21676 of the California Public Utilities Code. In addition, refer all development projects that include buildings with a height greater than 200 feet above ground level to the ALUC for review.</p>	<p>project site is located within the Airport Environs Land Use Plan (AELUP) jurisdiction of John Wayne Airport. Furthermore, the proposed project is within the height restriction zone for the John Wayne Airport and the notification area of the Federal Aviation Regulation (FAR) Part 77 Imaginary Surfaces aeronautical obstruction area. The proposed project includes construction of a two, freestanding single-story buildings with a maximum height of 29 feet, on a site that is approximately 50 feet above mean sea level (AES Due Diligence 2004) for an overall height of 79 feet above Mean Sea Level. The proposed project does not require notification to the FAA in accordance with Section 77.13 of the FAR because the proposed project would not be more than 200 feet above ground level and not more than the calculated Notification Surface Height requirement of 86 feet above mean Sea Level <u>206-feet-above-mean-sea-level; the project's calculated surface height of 50 feet plus the building height of 29 feet for a total of 79 feet above Mean Sea Level does not exceed the applicable Obstruction Imaginary Surface Height of 116 feet above Mean Sea Level at the subject property. the project would not create any imaginary surfaces with any of the specific slope characteristics identified within Section 77.13; the proposed project is not a highway, and the proposed project is not a modification to an existing airport.</u></p> <p>As discussed in Section VIII, Hazards and Hazardous Materials, the proposed project is exempt from filing the Form 7460-1 notice, however, a referral by the City to the Airport Land Use Commission for Consistency Review is required because of the location of the project site within the AELUP Planning Area and because of the nature of the required City approvals (i.e., Newport Place Planned Community Text General-Plan Amendment) under PUC Section 21676(b).</p> <p>The proposed project would comply and be compatible with the land use standards established in the City's Municipal Code and the Airport Land Use Commission's John Wayne AELUP. The City's Emergency Management Plan also establishes safety procedures with respect to aviation hazards to promote the safety of persons on the ground while reducing risks of serious harm to aircraft crews and passengers that</p>

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POLICY	CONSISTENCY ANALYSIS
<p><b>Policy LU 4.1 Land Use Diagram</b></p> <p>Accommodate land use development consistent with the Land Use Plan. Figure LU1 depicts the general distribution of uses throughout the City and Figure LU2 through Figure LU15 depicts specific use categories for each parcel within defined Statistical Areas. Table LU1 (Land Use Plan Categories) specifies the primary land use categories, types of uses, and, for certain categories, the densities/intensities to be permitted. The permitted densities/intensities or amount of development for land use categories for which this is not included in Table LU1, are specified on the Land Use Plan, Figure LU4 through Figure LU15. These are intended to convey maximum and, in some cases, minimums that may be permitted on any parcel within the designation or as otherwise specified by Table LU2 (Anomaly Locations). The density/intensity ranges are calculated based on actual land area, actual number of dwelling units in fully developed residential areas, and development potential in areas where the General Plan allows additional development. To determine the permissible development, the user should:</p> <ol style="list-style-type: none"> <li>Identify the parcel and the applicable land use designation on the Land Use Plan, Figure LU4 through Figure LU15</li> <li>Refer to Figure LU4 through Figure LU15 and Table LU1 to identify the permitted uses and permitted density or intensity or amount of development for the land use classification. Where densities/intensities are applicable, the maximum amount of development shall be determined by multiplying the area of the parcel by the density/intensity.</li> <li>For anomalies identified on the Land Use Map by a symbol, refer to Table LU2 to determine the precise development limits.</li> <li>For residential development in the Airport Area., refer to the policies prescribed by the Land Use Element that define how development may occur.</li> </ol>	<p>may need to make emergency landings in the immediate airport vicinity.</p> <p>The proposed project is consistent with this policy.</p> <p>The project site is located in the Airport Area (Statistical Area L4) in the northern portion of the City of Newport Beach. The project site is designated as Mixed Use Horizontal-2 (MU-H2) per the General Plan Land Use Element. The development limit for the project site is identified in Table LU2 of the General Plan Land Use Element as Anomaly Number 12. The development limit for Anomaly Number 12 is 457,880 gross square feet, as identified in Table LU2. The project site is currently zoned PC Newport Place Planned Community. The project site is located within a development site identified as Restaurant Site 1 in the Newport Place Planned Community. The allowable Building Area for Restaurant Site 1 is 15,000 square feet as defined by the Newport Place Planned Community Text, the new zoning designation (General Commercial Site 8) would limit the property to 13,525 square feet.</p> <p>The proposed project involves a General Plan Amendment and a Newport Place Planned Community text amendment to increase the allowable development square footage on the project site. The General Plan Amendment would increase the development limit in General Plan Anomaly Location 12 by 5,529 gross square feet, and the Newport Place Planned Community text amendment would establish the allowable building area of General Commercial Site 8 at 13,525 gross square feet. The General Plan Amendment and the Newport Place Planned Community text amendment would accommodate the land use development of the proposed commercial shopping center that is consistent with the land use designation and zoning.</p> <p>The proposed project is consistent with this policy.</p> <p>The total parking requirement for the proposed development would be 104 spaces (70 spaces for food uses and 34 for general commercial</p>
<p><b>LU 5.3.6 Parking Adequacy and Location</b></p> <p>"Require that adequate parking be provided and is conveniently located to serve tenants and customers. Set open parking lots</p>	<p>The proposed project is consistent with this policy.</p> <p>The total parking requirement for the proposed development would be 104 spaces (70 spaces for food uses and 34 for general commercial</p>

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POLICY	CONSISTENCY ANALYSIS
<p>back from public streets and pedestrian ways and screen with buildings, architectural walls, or dense landscaping. (Imp 2.1)"</p>	<p>uses). The project provides a total of 9189 spaces (5957 on-site and 32 off-site), resulting in a parking deficit of 15 spaces. A use permit is requested for the use of 1346-space off-site parking spaces to satisfy a portion of the requirement (a total of 32 spaces) and a request for reduction of the required off-street parking in accordance with Sections 20.40.100 and 20.40.110 of the Municipal Code, for all three parcels that share reciprocal rights for parking, ingress and egress.</p> <p>A waiver of a portion of the overall required parking (three spaces) based on a parking study that takes into consideration the shared reciprocal/common use parking of the neighboring Restaurant Site (Parcels 2 and 3) and the hours of operation of Parcel 1 uses, including restaurants. A parking management plan per Section 20.40.110.C. of the municipal code is also proposed as a part of the project.</p>
<p><b>Policy LU 5.4.1 Site Planning</b></p> <p>Require that new and renovated office and retail development projects be planned to exhibit a high-quality and cohesive "campus environment," characterized by the following:</p> <ul style="list-style-type: none"> <li>■ Location of buildings around common plazas, courtyards, walkways, and open spaces</li> <li>■ Incorporation of extensive on-site landscaping that emphasizes special features such as entryways</li> <li>■ Use of landscape and open spaces to break the visual continuity of surface parking lots</li> <li>■ Common signage program for tenant identification and way finding</li> <li>■ Common streetscapes and lighting to promote pedestrian activity</li> <li>■ Readily observable site access, entrance drives and building entries and minimized conflict between service vehicles, private automobiles, and pedestrians.</li> </ul>	<p>The proposed project is consistent with this policy.</p> <p>The proposed project would be located within an existing "commercial environment" in the Newport Place Planned Community and will convert a portion of the Restaurant Site 1 to General Commercial Site 8. The site will provide the code required landscaping in and around the buildings and parking lot. Furthermore, the 30-foot street side setback will be landscaped. The proposed project would use the new site access off of MacArthur Boulevard, which would be appropriately signed with the proposed project addresses. Therefore, the proposed commercial complex would complement the restaurant site environment.</p>
<p><b>Policy LU 5.4.2 Development Form and Architecture</b></p> <p>Require that new development of business park, office, and supporting buildings be designed to convey a unified and high-quality character in consideration of the following principles:</p> <ul style="list-style-type: none"> <li>■ Modulation of building mass, heights, and elevations and</li> </ul>	<p>The proposed project is consistent with this policy.</p> <p>The proposed project would be designed to blend in with the existing character of the area and surrounding land uses. As described in Section I, Aesthetics in the Initial Study Environmental Checklist, the proposed materials for the project are smooth trowel finish, integral tan</p>

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POLICY	CONSISTENCY ANALYSIS
65 dBA CNEL noise contour specified by the 1985 JWA Master Plan.	Administration, Federal Aviation Regulations, and Caltrans Division of Aeronautics. The proposed project does not include residential development and therefore would not be subject to the 65 dBA CNEL noise contour specified by the 1985 JWA Master Plan.
<b>GENERAL PLAN CIRCULATION ELEMENT</b>	
<p><b>Policy CE 2.1.1 Level of Service Standards</b> Plan the arterial roadway system to accommodate projected traffic at the following level of service standards:</p> <p>A. Level of Service (LOS) "D" throughout the City, unless otherwise noted</p> <p>B. LOS "E" at any intersection in the Airport Area shared with Irvine</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>As discussed in Section XVI (a), Traffic and Transportation, in the Initial Study Environmental Checklist, construction and operation of the proposed project would generally represent an increase of less than 2% of the existing AM and PM trips on the roadway network. It would not create substantial traffic that would downgrade the level of service at any of the intersections analyzed within the Initial Study Environmental Checklist. Surrounding intersections currently operate at acceptable levels of service, and the minimal traffic generated from the proposed project would not downgrade the LOS at any intersections in the vicinity of the project site. Therefore, the proposed project would continue to accommodate projected traffic at the designated LOS.</p>
<p><b>Policy CE 6.2.1 Alternative Transportation Modes</b> Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles, and walking; and provide facilities that support such alternate modes.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would encourage the use of alternative modes of transportation, bicycle racks will be provided on site. The project site is located near bus transit routes along MacArthur Boulevard.</p>
<p><b>Policy CE 7.1.1 Required Parking</b> Require that new development provide adequate, convenient parking for residents, guests, business patrons, and visitors.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The total parking requirement for the proposed development would be 104 spaces (70 spaces for food uses and 34 for retail and service uses). The project provides a total of 9189 spaces (5957 on-site and 32 off-site), resulting in a parking shortage of 1345 spaces based on the Municipal Code Requirements: a shortage of 8 spaces based on peak demand under a shared parking scenario within the overall project site, and a shortage of 1 space based on a shared parking scenario that includes the adjacent restaurant sites. A use permit is being requested for the additional of 16-space off-site parking provision (a total of 32 spaces) and reduction of the required off-street parking in accordance with Sections 20.40.100 and 20.40.110 of the Municipal Code. A waiver of a portion of the required parking for three spaces is included in the</p>

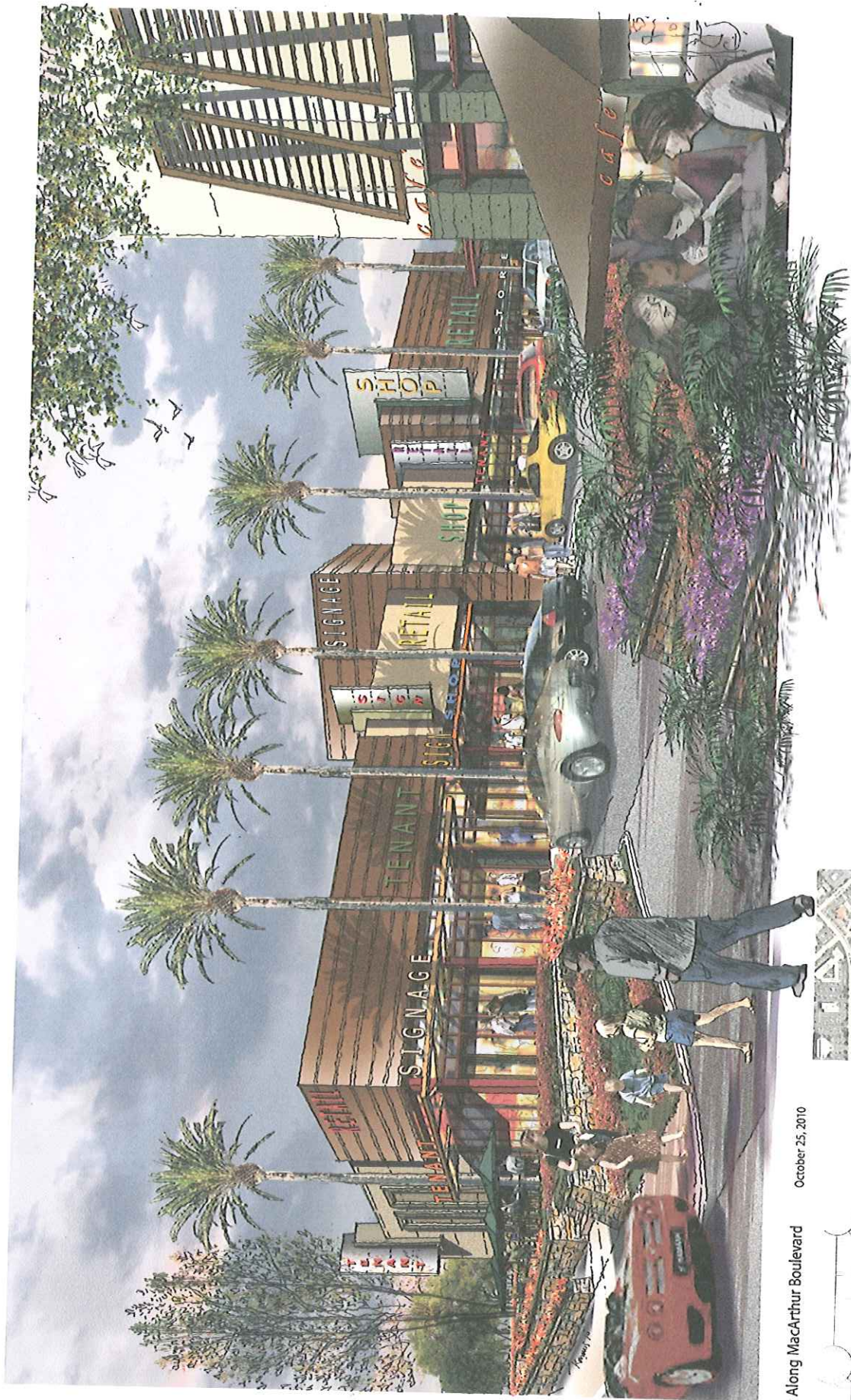
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POLICY	CONSISTENCY ANALYSIS
	<p>project and is based on shared use of the on-site parking lot and the neighboring parcels.</p> <p>A parking study shall be required and take into consideration the common parking of the Restaurant Site and the hours of operation of Parcel 1 uses, including restaurants to justify the waiver of a portion of the required parking. Also included is the proposed parking management plan per Section 20.40.110.C.</p> <p>Based on the requirements, the proposed project would provide adequate, convenient parking for guests, employees, and business patrons with the 5957 spaces on site and the shared use of the parking spaces on the neighboring restaurant properties.</p>
<p><b>Policy CE 7.1.8 Parking Configuration</b> Site and design new development to avoid use of parking configurations or management programs that are difficult to maintain and enforce.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project includes the shared ingress, egress and use of the on-site parking of the three parcels that make up the existing restaurant site and the proposed commercial site and does not include a parking management program. The proposed project would include sufficient parking spaces, as discussed above in CE 7.1.1. Therefore, site design would provide an adequate and safe parking configuration.</p>
<p><b>Policy CE 7.1.9 Parking Configuration</b> Consider revised parking requirements for small scale neighborhood serving commercial uses in areas that derive most of their trade from walk-in business, especially where on-street or other public parking is available.</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The commercial shopping center will serve neighboring commercial properties that are generally within walking distance and there is limited on street parking in the vicinity, therefore it is anticipated that a large number of patrons will walk to the site from the neighboring commercial properties. The parking lot will be striped in accordance with City Requirements.</p>
<b>GENERAL PLAN NATURAL RESOURCES ELEMENT</b>	
<p><b>Policy NR 1.1 Water Conservation in New Development</b> Enforce water conservation measures that limit water usage, prohibit activities that waste water or cause runoff, and require the use of</p>	<p>The proposed project is <b>consistent</b> with this policy.</p> <p>The proposed project would include design features for water conservation. Efficient landscaping features would be incorporated,</p>
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# **Attachment No. PC 13**

## Project Plans





View Along MacArthur Boulevard

October 25, 2010



Key Plan



Location Map

Not to Scale

**MacArthur at Dolphin Striker**  
 4221 Dolphin Striker Way  
 RIDGEWAY DEVELOPMENT  
 Newport Beach, CA  
 2804 Lafayette Avenue, Newport Beach, CA 92663 Tel: 949.753.5454

**STOUTENBOROUGH**  
 Architects and Planners  
 470 Alta Vista Way, Suite 300, Laguna Beach, CA 92651  
 Tel: 949.753.2254 | Fax: 949.753.2255 | www.stoutenborough.com



Parcel Name	Building Area (sq')	Parking Provided (cars)

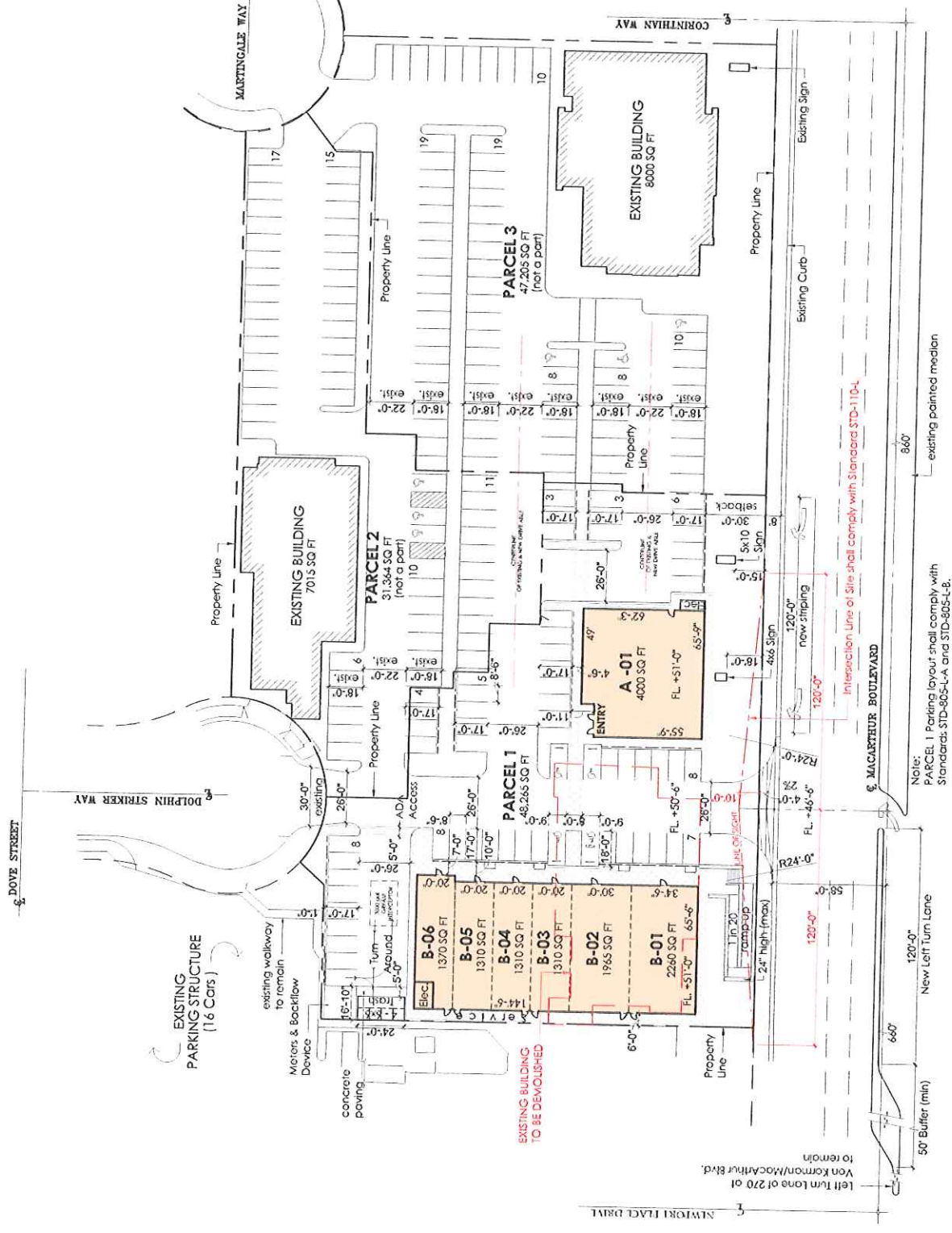
<b>PARCEL 1</b>	<b>48,221 sf</b>	
Existing Building to be removed	8,000 sf	
<b>Proposed Buildings</b>		
Pad A (Retail Use)	4,000	78 cars
Pad B (Retail Use)	9,525	59 cars
(Pool Use)	4,525	16 cars
(Pool Use)	5,000	16 cars
<b>Total Area</b>	<b>13,525 sf</b>	<b>91 cars</b>
Existing Parking to be modified and/or removed		
Proposed Parking (On-Site)		
Existing Off-Site Parking		59 cars
New Off-Site Parking		16 cars
<b>Total Parking (including Off-Site)</b>		<b>91 cars</b>
<b>PARCEL 2 (net part)</b>	<b>31,364 sf</b>	
Existing Building	7,015 sf	59 cars
Existing parking (On-Site)		
<b>PARCEL 3 (net part)</b>	<b>47,205 sf</b>	
Existing Building	8,000 sf	74 cars
Existing parking (On-Site)		
<b>Total Building Area</b>	<b>28,540 sf</b>	<b>192 cars</b>
<b>Total On-Site &amp; Off-Site Parking For Parcel 1</b>		<b>224 cars</b>



Not to Scale

**MacArthur at Dolphin Striker**  
4221 Dolphin Striker Way  
Newport Beach, CA 92660  
2904 Lighthouse Avenue, Newport Beach  
RIDGEWAY DEVELOPMENT

**TOTENBOROUGH**  
Architects and Planners  
70 Alta Vista Way Suite 100 Laguna Beach, CA 92651  
424.715.2227 | 949.715.2256 | [www.totenborough.com](http://www.totenborough.com)







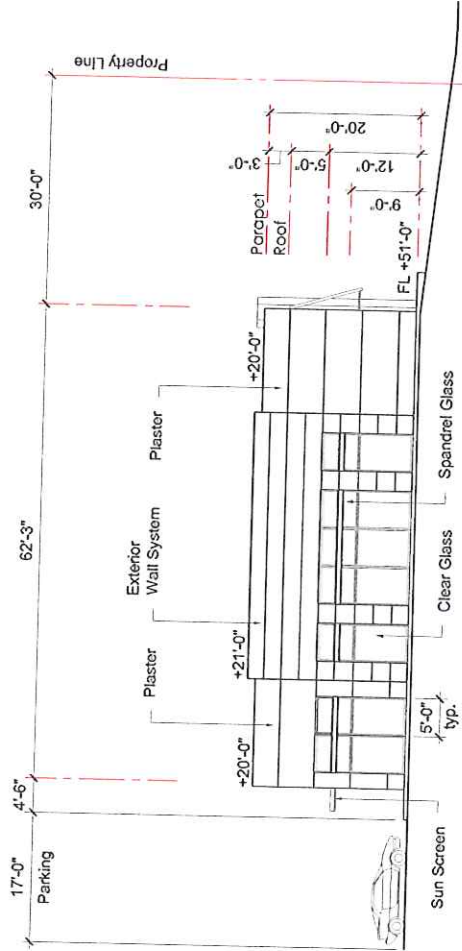




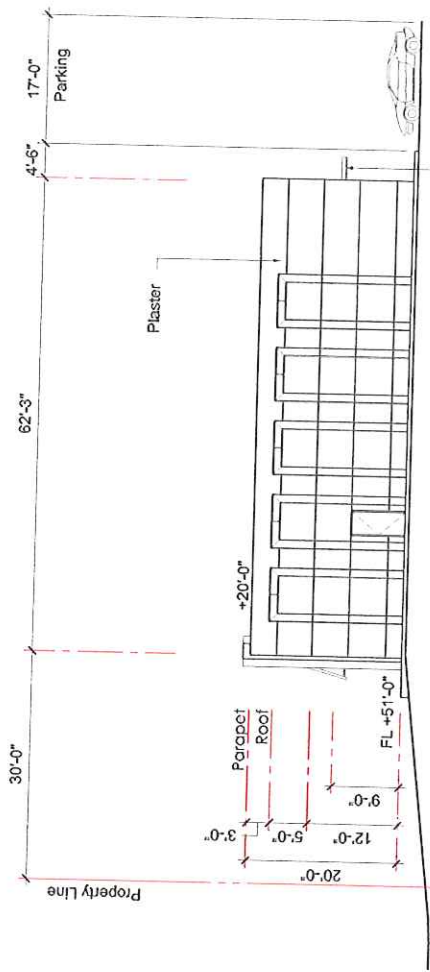
### Water Quality Best Management Practices (B.M.P.)

1. Planting areas have been incorporated into the landscape layout. Hardscape paving drains into the landscape areas whenever possible.
2. Surface drainage is directed into the landscape areas to return significant amounts of water on site.
3. Never overexpose daylight to flow into landscape areas whenever possible.

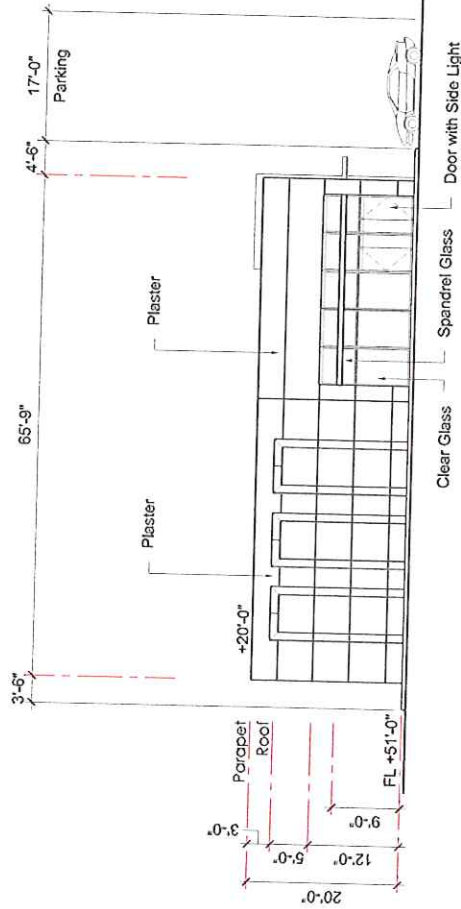
Use of low water consuming plant material and proper mulch techniques take into consideration hydrology, soil and shade exposures and soil types.



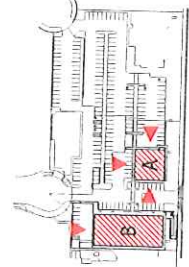
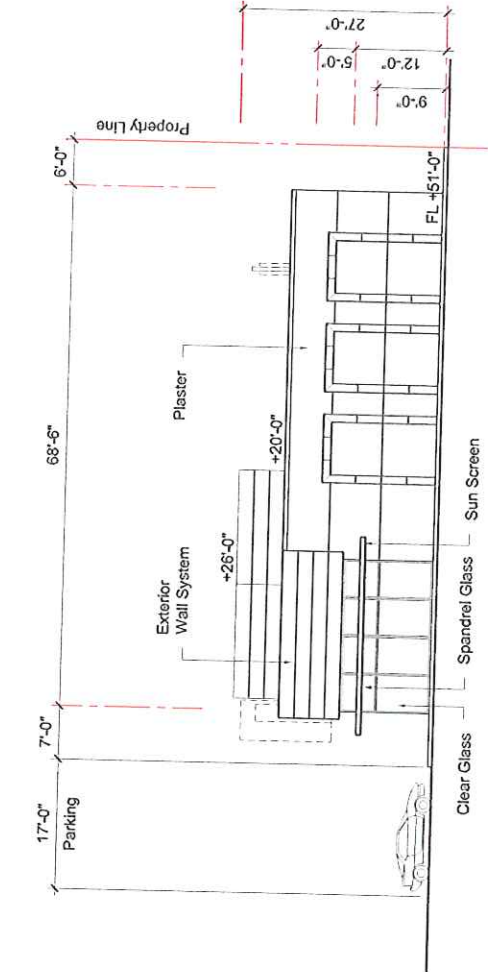
Pad A - South Elevation



Pad A - North Elevation



Pad A & B - West Elevation



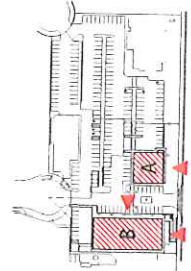
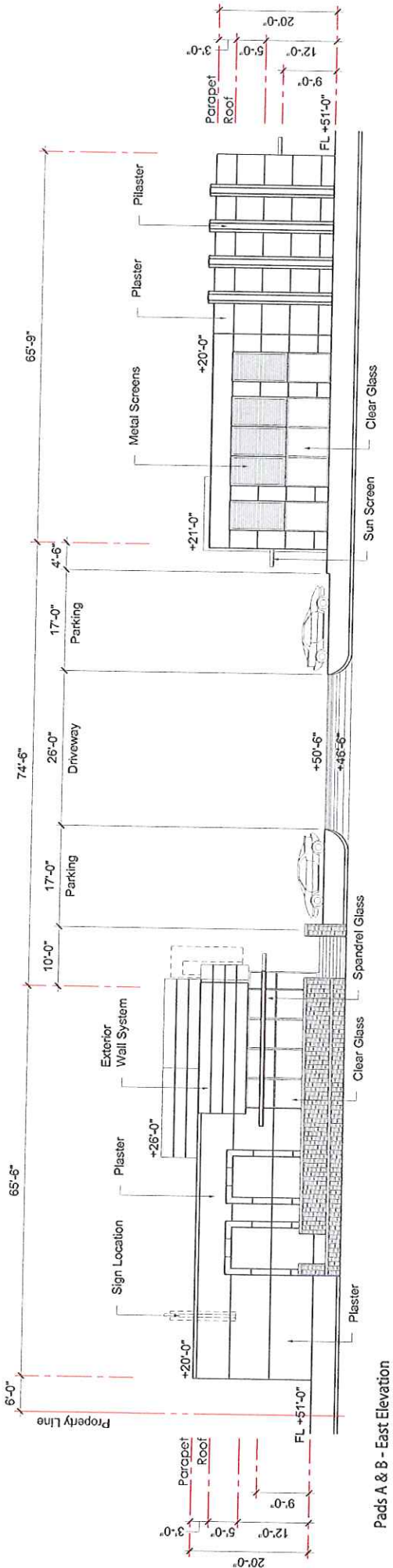
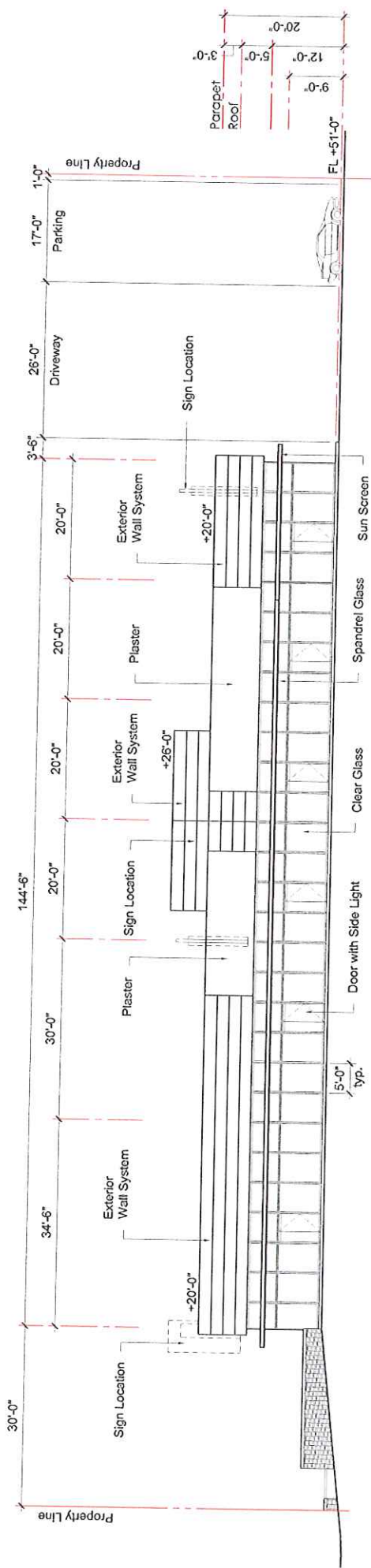
Key Plan

September 2, 2011

Pad A



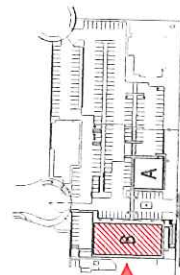
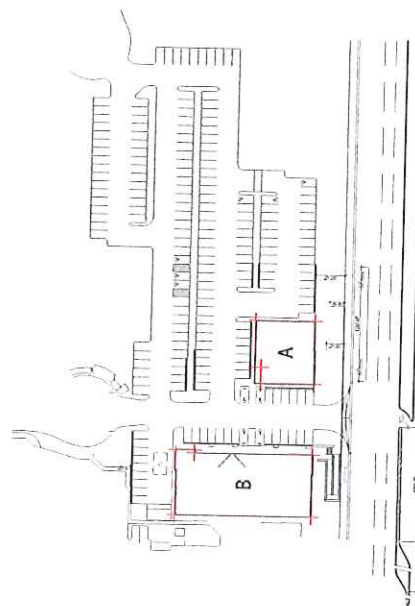
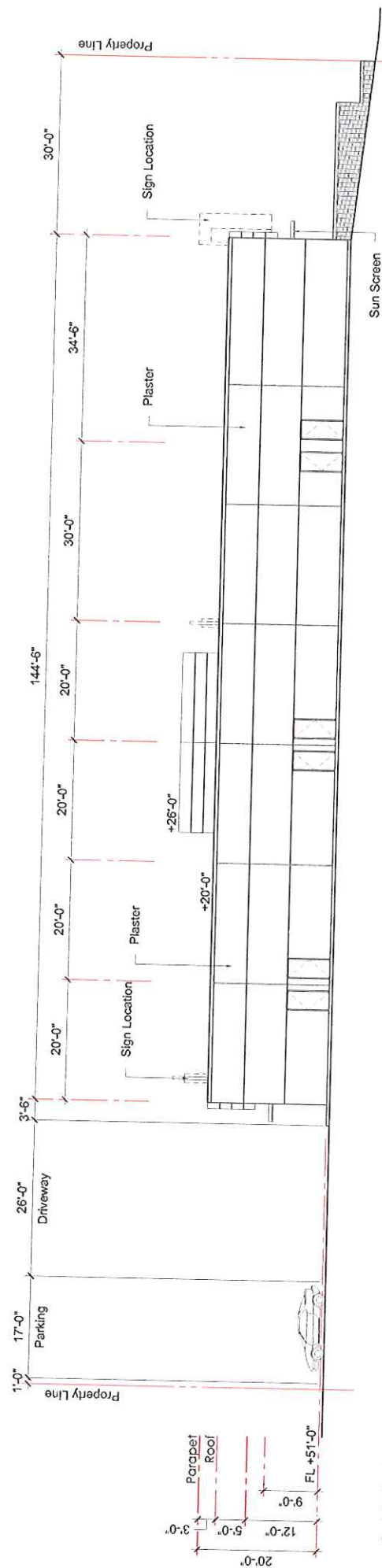
**MacArthur at Dolphin Striker**  
 4221 Dolphin Striker Way  
 RIDGEWAY DEVELOPMENT  
 Newport Beach, CA  
 92661-1741 (949) 752-5554  
**STOUTENBOROUGH**  
 Architects and Planners  
 410 Alta Vista Way, Suite 100, Newport Beach, CA 92661  
 (949) 752-2233 / (949) 752-2238 / www.stoutenborough.com



**MacArthur at Dolphin Striker**  
4221 Dolphin Striker Way  
RIDGEWAY DEVELOPMENT

**STOUTENBOROUGH**  
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120 Alia Drive  
Wey Suite 100, Weymouth, MA 02651  
(508) 215-2257 • (508) 215-2256 • [info@stoutenborough.com](mailto:info@stoutenborough.com)





**MacArthur at Dolphin Striker**  
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Laguna Hills, CA 92653  
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ANACAL ENGINEERING CO.  
CIVIL ENGINEERING & LAND SURVEYING  
1800 EAST LA PALMA AVENUE - SUITE 202  
MAYHURD, CALIFORNIA 92605  
PHONE: 714-774-1193  
FAX: 714-774-4590  
E-MAIL ADDRESS: ANACAL@ANACALENGINEERING.COM

NO.	DESCRIPTION	DATE
1	REVISION	08/01
2	REVISION	08/01
3	REVISION	08/01
4	REVISION	08/01
5	REVISION	08/01
6	REVISION	08/01
7	REVISION	08/01
8	REVISION	08/01
9	REVISION	08/01
10	REVISION	08/01



LEGAL DESCRIPTION

THESE CERTAIN PARCELS ARE SITUATED IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A  
PARCEL 1, IN THE CITY OF HUNTER, COUNTY OF ORANGE, PARCELS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 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2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 212

**Burns, Marlene**

PA2010-135

**From:** Ung, Rosalinh  
**Sent:** Monday, September 19, 2011 3:45 PM  
**To:** Brandt, Kim  
**Cc:** Ramirez, Gregg; Burns, Marlene; Campbell, James  
**Subject:** FW: Request for Continuance Agenda Item #5 (PA2010-135)  
**Attachments:** Scan001.PDF

Please advise. Thanks.

-----Original Message-----

From: Gary Long [<mailto:GLong@sjrd.com>]  
Sent: Monday, September 19, 2011 3:41 PM  
To: Charles Unsworth  
Cc: Ung, Rosalinh  
Subject: Request for Continuance Agenda Item #5 (PA2010-135)

Mr. Unsworth,

Attached is a letter on behalf of Sanderson J. Ray-MacArthur requesting a continuance of the referenced item on the Planning Commission Agenda for September 22.

Thank you for your consideration.

Gary P. Long

Gary P. Long  
Sanderson J. Ray Corp.  
2699 White Road, Suite 150  
Irvine, CA 92614  
Vox (949) 222-5775 Ext. 225  
Fax (949) 399-9020  
[glong@sjrd.com](mailto:glong@sjrd.com)

**Sanderson J. Ray-MacArthur**  
2699 White Road, Suite 150  
Irvine, California 92614  
Phone 949-222-5775 Fax 949-399-9020

September 19, 2011

Sent Via Email  
cwunsworth@roadrunner.com

Mr. Charles Unsworth  
Chair  
Newport Beach Planning Commission  
City of Newport Beach  
3300 Newport Blvd.  
Newport Beach, CA 92663

**RE: Agenda Item #5 (PA2010-135)  
MacArthur at Dolphin-Striker Way  
Request for Continuance**

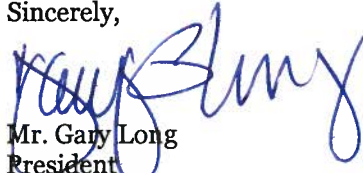
Dear Mr. Unsworth:

As owners of the shopping center located at 4341 MacArthur Blvd., known as the Corinthian Center, Sanderson J. Ray-MacArthur has some serious concerns about the proposed Dolphin-Striker project.

We had been in preparation of a letter outlining our concerns, when we received the more than 700 page staff report. Given the magnitude of the report and the complexity of the issues related to the project, we would respectfully request the time necessary to review all the materials in a thorough and thoughtful manner prior to finalizing our input to you.

While we will attempt to have our written comments to you prior to your meeting on September 22, 2010, we would very much appreciate your consideration, for all parties concerned, of the granting of a continuance to your next regularly scheduled meeting in October.

Sincerely,



Mr. Gary Long  
President  
Sanderson J. Ray Corp.

cc: Rosalinh Ung – Associate Planner  
rung@city.newport-beach.ca.us





**BOWERS  
PROPERTIES, INC.**

Correspondence

Item No. 5b

MacArthur at Dolphin-Striker

PA2010-135

RECEIVED BY

COMMUNITY

SEP 21 2011

DEVELOPMENT

CITY OF NEWPORT BEACH

RECEIVED BY

PLANNING DIVISION

SEP 21 2011

September 21, 2011

City of Newport Beach  
Community Development Department  
Planning Division  
3300 Newport Boulevard  
Newport Beach, CA 92658-8915

**CITY OF NEWPORT BEACH**

Attn: Planning Commission

Re: 4221 Dolphin – Striker Way  
Project File No.: PA2010-135

Dear Planning Commissioners:

I am an owner and manager of the office building located at 1001 Dove Street, Newport Beach. Over six years ago, when Wilson Automotive (Newport Lexus) applied for a General Plan Amendment from the Newport Beach Planning Commission, I requested that the City place stop signs on Dove Street where it intersects with Bowsprit Drive. Mr. Wilson agreed and his representative sent a letter of support to the City.

Our building is located directly south of where Bowsprit dead ends into Dove. Because of the curvature of the road and the speed of the traffic on Dove, exiting the driveways of the office buildings near Bowsprit is dangerous. Since my request for stop signs, I have witnessed five or six "fender benders" of which two were extensive enough to bring the police. To date, I do not believe anyone has been seriously hurt.

The proposed development, not accessible from MacArthur, will primarily be approached from Dolphin – Striker via Dove Street. Traffic on Dove will further increase.

I am not opposing the subject proposed project, however, I am again requesting, in behalf of the safety of our tenants and those in neighboring office buildings, that the City consider stop signs on Dove Street at Bowsprit Drive. If you have any questions or wish any additional information, please contact me. Thank you for considering my request.

Sincerely,

Don E. Bowers

DEB:db



**Burns, Marlene**

MacArthur at Dolphin-Striker

PA2010-135

**From:** Ung, Rosalinh  
**Sent:** Wednesday, September 21, 2011 4:18 PM  
**To:** Brandt, Kim  
**Cc:** Burns, Marlene  
**Subject:** FW: Withdrawal of Request for Continuance  
**Attachments:** Withdrawal of Request for Continuance.pdf

FYI.

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**From:** Gary Long [\[mailto:GLong@sjrd.com\]](mailto:GLong@sjrd.com)  
**Sent:** Wednesday, September 21, 2011 4:16 PM  
**To:** Charles Unsworth  
**Cc:** Ung, Rosalinh  
**Subject:** Withdrawal of Request for Continuance

Mr. Unsworth,

By the attached letter, Sanderson J. Ray-MacArthur withdraws its request for continuance of Agenda Item #5 (PA2010-135)

Gary Long

Gary P. Long  
Sanderson J. Ray Corp.  
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**Sanderson J. Ray-MacArthur**  
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Phone 949-222-5775 Fax 949-399-9020

September 21, 2011

Sent Via Email  
cwunsworth@roadrunner.com

Mr. Charles Unsworth  
Chair  
Newport Beach Planning Commission  
City of Newport Beach  
3300 Newport Blvd.  
Newport Beach, CA 92663

**RE: Agenda Item #5 (PA2010-135)  
MacArthur at Dolphin-Striker Way  
Request for Continuance**

Dear Mr. Unsworth:

Mr. Ridgeway met with the principals of Sanderson J. Ray-MacArthur this afternoon and has satisfactorily addressed our concerns regarding the referenced project. Accordingly, we withdraw our request that the agenda item be continued. We will not be opposing the project.

Sincerely,



Mr. Gary Long  
President  
Sanderson J. Ray Corp.

cc: Rosalinh Ung – Associate Planner  
[rung@city.newport-beach.ca.us](mailto:rung@city.newport-beach.ca.us)